

## **Appendix 'C'**

### **Comments Received**

#### School Boards

The York Catholic District School Board is requesting a Catholic elementary school site, consistent in size and configuration with the policy requirements of the board, and that any deviation from this policy must come back to the board for approval.

The York Region District School Board is requesting two public elementary school sites that meet the Board's standards. They have asked that the Official Plan schedules be amended to show two public elementary school sites in stand alone locations, preferably adjacent to parkland.

Town staff, through the region-led planning coordination process, will continue to work with representatives of the two school boards to find a mutually acceptable solution to the request, by the two boards, for stand alone school sites, versus co-location, as anticipated by the Master Plan and Secondary Plan. The location and built form of the schools will also be further refined at the precinct plan stage.

#### York Region

The comments from York Region are, in large part, based on the work and recommendations of the Region-led planning co-ordination process for the Richmond Hill/Langstaff Gateway Urban Growth Centre, as discussed above. Therefore, given the recommendations and next steps identified in each of the two Regional reports, the Region considers their comments to be preliminary. The comments do identify a number of issues to be addressed, and studies to be completed before they will consider approving the Official Plan Amendments and the new Secondary Plan.

The issues identified by the Region related to: density, land use mix, and development phasing.

- **Density**

The proposed density of approximately 1,000 people and jobs exceeds the 200 people and jobs per gross hectare, minimum requirement of the Provincial Growth Plan and the Regional Official Plan. However, given the magnitude of the density, anticipated for the planning period to 2031 the Region would like some further analysis to demonstrate how the proposed density is appropriate and achievable. (Richmond Hill and Vaughan have also expressed concerns with the proposed density.)

- **Land Use Mix**

The Region's Official Plan policy (5.4.20 g) states: "That the planning and implementation of Regional Centres will provide...a long term resident-to-employee target ratio of 1:1.". The Langstaff Gateway Secondary Plan anticipates approximately two residents for every one employee (2:1). (This is for the Langstaff Gateway portion of the Richmond Hill Langstaff Gateway Urban Growth Centre. Richmond Hill is targeting a 1:1 ratio.) The Region does recognize that the number of jobs is a significant contribution to employment within the Urban Growth Centre.

- **Development Phasing**

The Region has recognized that the inclusion of phasing policies is critical to achieving a complete community in every phase of development. However, the Region is concerned that the 5,000 Phase 1 residential units is equally divided between the lands east and west of the CNR tracks. The Region prefers that a high proportion of the Phase 1 development be directed to lands west of the CNR tracks to maximize access to Yonge Street, and the existing and proposed services within that corridor.

The Town should continue to work with the Region, through the on-going planning co-ordination process, to address these issues.

As discussed earlier in this report the Region is planning on leading three studies related to development in the Richmond Hill/Langstaff Gateway Urban Growth Centre. The centre-wide studies to be completed are: a transportation study, an analysis of water and wastewater servicing and stormwater management, and a financial analysis. The Region will be using these studies as a basis to inform their approval, including modifications, of the Official Plan Amendments and the Secondary Plan. These studies are to be completed prior to approval of the Official Plan Amendments and a new Secondary Plan.

The Town should continue to work collaboratively with York Region, through the Region-led planning coordination process, to resolve these issues.

#### Richmond Hill

The Town of Richmond Hill provided comments on the proposed Official Plan amendment and new Secondary plan prior to the Public Meeting. (The comments were summarized in the March 2<sup>nd</sup>, 2010 report to Development Services Committee titled: "Information Report: Draft Official Plan Amendment and New Secondary Plan for the Langstaff Portion of the Richmond Hill/Langstaff Urban Growth Centre". Their comments and concerns are similar to and echo the comments raised by the Region. Richmond Hill is concerned with Height and Density, the Balance of Proposed Land Uses, Transit Facilities and Location, Connectivity Across the Urban Growth Centre, Transportation Capacity and Mode Split, and Triggers.

The concerns raised by the Town of Richmond Hill should also be addressed through the ongoing Region-led planning co-ordination efforts.

#### Vaughan

The City of Vaughan has raised concerns with respect to the density proposed and the impact on area traffic. They are particularly concerned with the operation of the Longbridge/Yonge Street intersection, and the proposed commuter parking lot on the hydro corridor lands west of Yonge Street (outside of the Langstaff Gateway Planning District). They are also concerned with the reasonableness of the 60% modal split target. They are of the opinion that approval of the study is premature, until the results of the macro transportation study is complete.

The concerns raised by the City of Vaughan will continue to be addressed through the ongoing Region-led planning co-ordination efforts.

### Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) provided comments on the proposed Official Plan amendments and new Secondary Plan, including the Technical Amendment to the Thornhill Secondary Plan. They had no concerns with the Technical Amendment, but did suggest that policies could also be added to the Thornhill Secondary Plan regarding anticipated enhancements to the Pomona Mill Creek, and sustainability policies to apply to the Thornhill Planning District. Given the purely technical nature of this amendment it is not appropriate to add new policies, at this time. A separate review of the Thornhill Secondary Plan is required add new policies.

#### Part I Comments

The TRCA asked for the wording, in the non-operative part of the Official Plan amendment, regarding the Provincial Policy Statement (Section 4.1.3) to be strengthened with respect to the protection of natural features. Staff reviewed the Section in question and are of the opinion that the wording reflects the general intent of the Provincial Policy Statement, in this regard.

The TRCA also wording to be added regarding the watershed plan for the Don River. A new section (Section 4.1.5) regarding the Don River watershed was added to clarify that the Don watershed plan shall be used to assist the Town and guide development, and water and waste water servicing decisions.

#### Part II Comments

The TRCA asked that wording regarding sustainable development practices, and the preservation and enhancement of natural features, be added to the Regional Centre Policies (Section 3.16.2). Two lines were added at the end of Sub-section 3.1.6.2. a), to address this comment to ensure that Regional Centres are planned to: encourage sustainable development practices, and are planned to preserve and enhance existing natural features.

The TRCA noted that the boundaries of the Environmental Protection Areas, shown on Schedule 'F' and 'Appendix Map 1' are not based on approved studies. Schedule 'F' amends Schedule 'I' – Environmental Protection Areas, of the Official Plan. The Official Plan already has policies that allow minor adjustments to the boundary of Environmental Protection Areas without an amendment to the Plan providing the intent of the Plan is maintained. 'Appendix Map 1' is in a non-operative part of the plan, and it is intended that the map be referred to in a conceptual manner only. An amendment to the Official Plan is not required to make adjustments to the boundaries.

#### Part III Comments

The TRCA has similar comments about the policies context for support of the natural environment and sustainability. Wording to confirm that complete communities should also 'preserve and enhance the natural environment, where appropriate' was added to Section 4.2 Policy Context.

The TRCA asked that the objectives for a Mixed Used Centre (Sub-Section 4.4.3) be strengthened to highlight that the environment should be included when integrating balance and diversity to the community. Additional wording was added to confirm that a "Mixed

Use Centre” is to ‘protect and incorporate existing natural features into the site as amenities of unique value’.

In Section 4.5 Principles sub-section f) Built Form and Site Design the TRCA commented that additional emphasis should be added with regard to consideration of the natural features. No change was incorporated into sub-section f) as sub-section d) speaks to Environmental principles.

This comment about Section 6.1 (a) and (e) is similar to previous comments regarding adjustments to boundary of the Environmental Protection Area. Additional wording was added to Section 6.7.2 b) to clarify that the boundary of the Environmental Protection Area is approximate and may be adjusted based on a detailed technical study without an amendment to the plan.

The TRCA has asked that studies and approvals, for municipal facilities within the Environmental Protection Area, be satisfactory to the TRCA. However, Section 6.1 General Policies – All Lands, sub-section (g) says that all municipal facilities and utilities are permitted in any land use designation, except the Environmental Protection Areas and Parks and Open Space Designations. Section 6.7.2 (d) Environmental Protection Area does recognize that some infrastructure shall be required to cross the valley land to support development. In this circumstance the facilities are allowed, subject to approval of the Town and the TRCA.

The TRCA has asked that the list of Other Application Related Studies in Section 11.3.2 be expanded to include some very specific studies related to the TRCA’s mandate. Rather than expand the list to include agency specific studies, wording has been added to clarify that other technical studies may be required, not only by the Town of Markham, but by senior levels of government, including provincial ministries and agencies.

The TRCA has asked that the “...boundaries of the channel and open space block should be designed and developed prior to initiating the other studies and designs for the precinct...” The design of the boundaries of the channel and open space block can occur concurrently with the other precinct studies.

#### Ministry of Transportation

The routing of the 407 Transitway should be shown on the Schedules as identified in the ongoing 407 Transitway Environmental Assessment. Schedule ‘FF’ – Transportation Plan and Schedule ‘GG’ – Transit Plan have been revised to show the routing from the ongoing 407 Transitway Environmental Assessment.

Transportation studies may be requested and are subject to the approval of the Ministry of Transportation approval. Additional wording was added to Section 8.1.4 Transportation Studies to clarify that the Ministry of Transportation, 407 ETR and/or the Town may require Transportation Impact Studies, and that they shall be completed to the satisfaction of the Ministry of Transportation, 407 ETR and/or the Town.

Section 11.9 Subdivisions and Consents Subsection 11.9.1.b) “...review satisfactory to the MTO, 407 ETR and the Town.

As there are a number of other agencies and ministries that have to review and approve subdivisions and consents the Ministry of Transportation does not need to be listed separately. The Ministry of Transportation requires permits, and the Town will circulate subdivision and consent applications to them to comment.

#### Holy Cross Cemetery

The representative of Holy Cross Cemetery provided comments in five categories. They are: Project Overview, Design Principles, Master Plan, Circulation and Transit, and Development Guidelines.

#### **Project Overview**

- Storm water runoff from the Langstaff Gateway Area to the cemetery is only on a temporary basis
- Concerned with the proposed orientation of the buildings east of the CNR, mitigate “overlook” by revising the proposed building orientation

Development Services Commission staff are aware of the issue of Storm Water Management related to the site, and will continue to work with representatives of the Holy Cross Cemetery as the Storm Water Management studies are further refined.

Section 7.3.1 of the new Secondary Plan includes provisions that state: “Development will be compatible with adjacent and neighbouring development by ensuring that the design of new buildings does not result in undue impacts of adjacent properties, particularly in regard to...overlook and other environmental factors in all stages of development”. The design of the buildings, and their impact on neighbouring will be closely evaluated at the site plan stage.

#### **Design Principles**

- Insufficient active & passive recreation areas may encourage trespass into cemetery

The total amount of open space and amenity area includes, not only the public open space that will be dedicated to the Town, but also private open space for example roof top decks, and private areas to which the public will be able to access, such as court yards.

#### **Master Plan**

- Part of the woodlot is located on lands owned by the cemetery. The Cemetery would like input into the woodlot management plan
- Wants tower setbacks to cemetery to be the same as those to the transit green

The Cemetery will be asked to participate in the preparation of the woodlot management plan. The location of the towers will be reviewed in more detail at the precinct plan stage, and setbacks regulated in the zoning by-laws.

#### **Circulation & Transit**

- Concerned with the location of the Passenger Pick-up & drop off on the west side of Yonge St opposite the cemetery entrance

Staff, through the Yonge Street North Corridor Study and/or through the Richmond Hill/Langstaff Gateway Mobility Station and Rapid Transit Peer Review, will look for options for a passenger pick-up and drop off on the east side of Yonge Street.

#### **Development Guidelines**

- Wants input to the study for the restoration of Pomona Mills Creek
- Building orientation to the east of the CNR
- Object to the re-alignment and/or widening of Langstaff Road near Bayview, that bisects the east portion of the cemetery

Holy Cross Cemetery will be consulted regarding the restoration of Pomona Mills Creek, particularly with respect to improvements for the portion of the creek that bisects the cemetery lands.

#### **Bell Canada**

The comments from Bell Canada were with regards to the technical Official Plan amendment. This amendment to the Thornhill Secondary Plan will remove the Langstaff Gateway from the Thornhill Secondary Plan Planning Area. The provisions for the Langstaff Gateway area and the cemetery are being separated so that Langstaff Gateway can be removed from the Thornhill Secondary Plan and the status quo regarding the cemetery provisions maintained. The cemetery lands do not form part of the Richmond Hill/Langstaff Urban Growth Centre, and are not proposed for redevelopment or intensification as part of the new Langstaff Master Plan. Consequently, it is not recommended that technical amendment process be used to amend the Thornhill Secondary. Updates to the Thornhill Secondary Plan would require a much more extensive review that is not within the scope of this process.

#### **Eileen Liasi**

The comments from Eileen Liasi are grouped in four areas: Height and Density, Transportation, Servicing, and Section 37 Bonusing.

#### **Height & Density**

- Population is too high
- Building heights are too high
- People jobs ratio not meeting the Regions target

#### **Transportation**

- Questions non-auto mode split targets
- Walking distance from east end to the GO train is too far
- Increase in auto traffic on Bayview & Leslie

#### **Servicing**

- Development impact on ground water & flows to Pomona Creek

The comments regarding Height and Density, Transportation, and Servicing are similar to those of the Region, and are to be resolved through the Region-led planning coordination process, prior to final approval of the Official Plan amendments and the new Secondary Plan.

**Planning Act Section 37**

- Questions how Planning Act Section 37 Provisions will be implemented

Section 11.6.2 of the Secondary Plan includes provisions regarding the application of Section 37 of Planning Act. A Section 37 By-law may be enacted by Council to achieve the Town's objective of obtaining certain facilities, services or other matters which would not otherwise be secured under other provisions of the Planning Act or the Development Charges Act, and which may be of particular benefit to the Langstaff Gateway community or the Town at Large. A separate report titled "Recommended Section 37 Official Plan Policies and Guidelines for Implementation" that was received by Development Services Committee on May 11<sup>th</sup>, 2010.

April 30, 2010

Ms. Valerie Shuttleworth  
Director of Planning  
**TOWN OF MARKHAM**  
101 Town Centre Boulevard  
Markham, ON L3R 9W3

Dear Ms. Shuttleworth:

**Re: Proposed Development Application  
Proposed Official Plan Amendment & New Secondary Plan (DRAFT)  
for Langstaff Gateway, Town of Markham**

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At the regular meeting of the York Region District School Board held on April 29, 2010, the following recommendations were approved:

- (\*) 1. That the Board will require 2 public elementary school sites which meet the Board's site standards within the Proposed Official Plan Amendment & New Secondary Plan for Langstaff Gateway, Town of Markham.*
- (\*) 2. That the Land Use Schedules for the Proposed Official Plan Amendment & New Secondary Plan for Langstaff Gateway depict each of the two public elementary school sites in stand alone locations preferably adjacent to parkland.*
- (\*) 3. That the Director of Planning for the Town of Markham be advised of this action.*

If further information or clarification is required, please contact our office.

Yours truly,

Ralph Benson  
Superintendent of Corporate Planning

copy: Jane Ross, Manager, Accommodation Planning & Property Development, YRDSB  
Tom Pechkovsky, York Catholic District School Board



# York Catholic District School Board

Catholic Education Centre, 320 Bloomington Road West, Aurora, Ontario L4G 3G8  
Tel: 905-713-2711, 416-221-5050, 1-800-363-2711, Automated Lines: 905-713-1211, 416-221-5051  
Fax 905-713-1272 • www.ycdsb.ca

April 27, 2010

By Fax and Mail  
905.479.7768

David Miller  
Senior Project Coordinator  
The Town of Markham  
101 Town Centre Boulevard  
Markham, ON L3R 9W3

Dear Mr. Miller,

**Re: Langstaff Draft Official Plan Amendment and Secondary Plan Comments  
Town of Markham**

Thank you for the opportunity to comment on the Langstaff Draft Official Plan Amendment and Secondary Plan, as received by email on March 23, 2010.

On April 6, 2010, the Board of Trustees reviewed a staff report outlining the Langstaff Secondary Plan, and passed the following motions:

- 1) **THAT** the Board DESIGNATE a Catholic elementary school site, which is consistent in size and configuration with the policy and requirements of our school board, within the Langstaff Secondary Plan in the Town of Markham, and
- 2) **THAT** any deviation from this must come back to the Board for approval.

There was considerable discussion on the Langstaff Secondary Plan, and particular concern regarding the potential co-location with the York Region District School Board. In addition, please note that our comments provided on January 21, 2010 with respect to the secondary plan policy still apply. We look forward to meeting with you to discuss this in more detail.

If you require further information, please contact me directly at 905-713-1211 ext. 12360.

Sincerely,



Christine Hyde  
Planner

c.c. Jessica Peake, YRDSB - fax only

# York Region

Planning and Development Services Department

April 29, 2010

Jim Baird, Commissioner of Development Services  
Town of Markham  
Development Services Commission  
101 Town Centre Boulevard  
Markham, ON  
L3R 9W3

Dear Mr. Baird:

**Re: Regional Comments  
Draft Secondary Plan for Langstaff Gateway Planning Area  
Town-initiated**

As requested, these are the Region's comments on the Town's draft secondary for the Langstaff Gateway, dated February 12, 2010. The comments are based on, and are consistent with, the Region-led planning coordination process for the Richmond Hill/Langstaff Gateway Regional Centre and Provincial Urban Growth Centre, and the recommendations and next steps arising from that process to-date, as adopted by Regional Council on April 22, 2010 (please refer to the attached staff report – *Attachment 1*); therefore, these comments should be considered preliminary until these Regional Centre-wide studies and analyses are complete, consistent with the direction of Regional Council. This work is ongoing in collaboration with staff from Markham, Richmond Hill, and neighbouring Vaughan, and consistent with the direction of Regional Council.

The draft secondary plan reflects the Town's completed Master Plan for its segment of the Richmond Hill/Langstaff Gateway Regional Centre and Provincial Urban Growth Centre ("the Centre"), prepared by Calthorpe Associates and Ferris + Associates. As such, the secondary plan proposes a dense, urban, mixed-use and transit-dependant development scheme to be developed in three phases yielding a population of up to 32,000 residents and no less than 15,000 employees over the 47 hectare site for a combined gross density of 1,000 people and jobs per hectare.

The Centre, as a whole, is a tremendous city-building opportunity for the Region and the Towns of Markham and Richmond Hill. Markham's draft secondary plan for its segment of Centre contains details that require further examination, in the context of the broader Centre, to more fully address the issues identified through our planning coordination process. These issues, and approaches to progress their resolution, are detailed in the adopted report and recommendations to the April 7, 2010 meeting of the Regional Planning and Economic Development Committee.

Those issues requiring further analysis, based on the work arising from the planning coordination process for the Regional Centre, are outlined below in the context of the current draft of the secondary plan for the Langstaff Gateway.

#### Density.

The current proposed build-out density of 1,000 people and jobs per gross hectare far exceeds the minimum requirements of the Provincial Growth Plan and the Regional Official Plan, being 200 people and jobs per gross hectare, and 2.5 FSI (which yields approximately 450 people and jobs per gross hectare, based on an even mix of residential and non-residential land uses) per development block, respectively.

While we acknowledge that high densities will be required to establish a robust and successful Centre over time, the magnitude of the density proposed in the draft secondary plan, within the legislated planning period (e.g. 2031), should be subject to further analysis by the Town. This analysis should take the form of an assessment that demonstrates how this proposed density is appropriate and practically achievable for the site, in consideration of its relatively constrained nature in comparison to the Richmond Hill segment of the Centre, and the current proposed density of 450 people and jobs per gross hectare for that segment. The Town of Richmond Hill and City of Vaughan have each formally expressed an issue with the density proposed on the Langstaff Gateway segment of the Centre.

#### Land use mix.

The current proposed land use scheme would translate into a resident-to-employee ratio that is above the Regional Official Plan target of 1:1 for the Regional Centres. As currently proposed, the secondary plan would generate slightly more than 2 residents for every 1 employee within the Langstaff Gateway segment of the Centre. While we recognize that this segment of the Centre may serve a unique role, and although the projected number of employees is still a significant contribution to employment within the Centre, this proposed ratio is not consistent with Regional Official Plan policy (5.4.20).

We will continue to work with you to explore opportunities to better align with the Regional target as the planning for the Centre, as a whole, evolves. The required density analysis, described earlier in this letter, may result in a higher ratio of employment to residential, while maintaining the current proposed employment designations and densities. It is an important and shared objective – as confirmed through our planning coordination process – to ensure the protection and ultimate build-out of designated employment lands within the Centre; recognizing employment's critical role in successful city-building.

#### Development phasing.

The current proposed development phasing policies of the secondary plan, as outlined in Policy 11.5.2, are precise and excellent. They specify thresholds of development related to specific requirements for infrastructure, community services, and parks and open space. This is consistent with the recommended approach arising from the planning coordination process and Regional

Official Plan policy (6.4.20.f). However, we note that issues have been raised by the Town of Richmond Hill with respect to the proposed sequencing of development; wherein it is proposed within Phase 1 to distribute up to 5,000 residential units on lands both west and east of the CNR tracks. Likewise, we would prefer that all (or at least a very high proportion) of Phase 1 be directed to lands west of the tracks to maximize access to Yonge Street, and the existing and proposed (e.g. subway) services within that corridor.

Arising from the planning coordination process, and as adopted by Regional Council, additional studies being led by the Region for transportation and servicing, in particular, will further assist in assessing the infrastructure requirements for the entire Regional Centre, and contribute to the confirmation of the most appropriate development phasing schemes in relation to those requirements. This work will also serve to further substantiate the need for the timely implementation of the extension of the Yonge Subway to the Centre.

#### Further studies and analyses to support the Regional Centre

The Region, arising from the recommendations of the planning coordination process for the Centre, has adopted a specific set of actions and requirements to assist in working towards the planning approvals for the Centre, in continued coordination with Markham and Richmond Hill. Key elements of this approach are the completion of a:

- Centre-wide transportation study led by the Region to build on, and provide a Regional scale for, the local municipal transportation studies completed by Markham and Richmond Hill for their respective segments of the Centre (see *Attachment 2* for Regional staff report to initiate and fund the study);
- Further, Region-led analysis of required water and wastewater servicing, and stormwater management. This will consolidate and build on the local municipal servicing studies, and identify potential gaps and recommend solutions with respect to required Centre-wide improvements and the identification of system efficiencies;
- Comprehensive, Region-led financial analysis for the Centre to broadly assess development costs and revenues across the Centre, and to identify areas where new financial tools could be used, based on the emerging land use schemes and anticipated infrastructure costs arising from the further studies, and;
- Regional Official Plan Amendment to set out Centre-wide policies and thresholds to guide and support local planning approvals, and the subsequent build-out of the Centre.

In addition to the above, the next steps will include the confirmation of a prioritized inventory of required community facilities and services, and continued liaison with the Province on such critical issues as the extension of the Yonge Subway to the Centre, and financial tools. We propose to have all of the above elements substantially complete by the end of 2010. This will position the Region and the local municipalities to more fully assess the secondary plans for the Centre, and to progress the secondary plans for approval by the Region.


Achieving a robust and vibrant city centre at the crossroads of the Region at Yonge Street and Highway 7 is a chief Regional interest. The Regional Council-adopted next steps will ensure that an instructive, and supportive, policy and implementation framework is in place for the Centre as a whole. Further, this will support the timely approvals of the secondary plans for the Centre, and

provide clear and firm guidance for subsequent development approvals by the local municipalities.

Additional policies and/or modifications to existing proposed policies in the draft secondary plan will likely be necessary if the adoption of the secondary plan proceeds in advance of the progression and completion of the Centre-wide studies and analyses over the next several months. Such would be required to ensure, for example, that any additional required infrastructure or services identified through the studies are incorporated into the Town's development phasing plan for its segment of the Centre. We do acknowledge, however, that many approaches arising from the planning coordination process for the Centre, particularly in the area of detailed phasing and staging, have been incorporated into the draft secondary plan.

We will continue to work with your staff to advance the planning and implementation of the Langstaff Gateway, and the Regional Centre as a whole. Although there are some aspects of the proposed secondary plan that require further analysis, the recommended actions (e.g. studies) arising from the planning coordination process will serve to advance the timely resolution of any outstanding issues and/or required information. In the meantime, please contact me, or Sean Hertel, Senior Planner, should you have any questions or comments.

Sincerely,



Heather Konefat, M.C.I.P., R.P.P.  
Director, Community Planning

Attachments (2)

*Attachment 1* – "Planning Coordination for the Richmond Hill/Langstaff Gateway Regional Centre and Provincial Urban Growth Centre - Summary of Process, recommendation and Next Steps". Clause No. 1, Report No. 3, Regional Planning and Economic Development Committee, April 7, 2010, as adopted by Regional Council on April 22, 2010

*Attachment 2* – "Richmond Hill Centre/Langstaff Urban Growth Centre - Transportation Study". Clause No. 1, Report No. 4, Regional Transportation Services Committee, April 7, 2010, as adopted by Regional Council on April 22, 2010

Copy: Ana Bassios, Commissioner of Planning and Development, Town of Richmond Hill  
Patrick Lee, Director of Policy Planning, Town of Richmond Hill  
John Zipay, Commissioner of Planning and Building, City of Vaughan  
Diana Birchall, Director of Policy Planning & Urban Design, City of Vaughan

GRIDLOCK Notes for March 3, '10

On Feb 16<sup>th</sup> I pointed out that the Provincial Planning Act is defective in two points:

The is NO protection for existing property owners against impact from substantially larger buildings next or close to them

The "Target" for modal split of 80% - some say it is now 60% is just not appropriate for our area. We have GRIDLOCK now!!! You cannot add to it without some hard evidence that active work is underway.

There is space for the fourth hydro line on the NORTH side of the present three and the space for transit is on the SOUTH side. You cannot block the reserve hydro space.

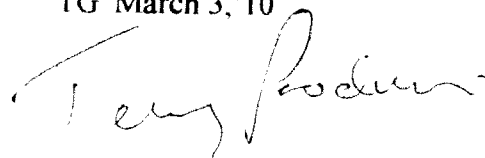
The 'Hub' terminal should be designed BEFORE choices are blocked.

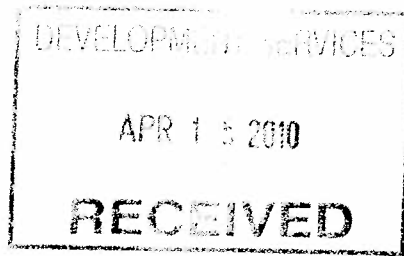
I have not heard of any active work to reduce the GO Rail service time from the 35 minutes to Union Station to maybe 18 with possibly an interchange with the Bloor - Danforth subway at Broadview to relieve the Boor/Yonge chaos that exists today.

It appears that Metrolinx, TTC, York Region, and the other stake holders have not solved their "glass walls" condition.

I applaud the savings in TIME and Public-Private co-operation. And I have suggested a way for the funds to be provided.

TG March 3, '10

A handwritten signature in cursive script, appearing to read "Terry Rodman".



Town of Richmond Hill

P.O. Box 300  
225 East Beaver Creek Road  
Richmond Hill, Ontario  
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905-771-8800  
www.richmondhill.ca

April 12, 2010

David Miller, Senior Project Coordinator  
Development Services Committee  
Town of Markham  
101 Town Centre Boulevard,  
Markham, ON L3R 9W3

**RE: Proposed Official Plan Amendment and Secondary Plan for the Langstaff Area**

Dear Mr. Miller,

This is in response to the request for comments in your e-mail dated March 23, 2010 concerning the Langstaff Gateway Draft Official Plan and Secondary Plan Amendments. Richmond Hill Staff reiterate our previous comments, which remain the same as set out in our past submissions on the Langstaff OPA and Secondary Plan. Richmond Hill's formal comments are contained in my letter dated February 26, 2010 and also in Staff Report SRPD.10.031 to the Richmond Hill Committee of the Whole dated March 1, 2010; the recommendations of which have been approved by Richmond Hill Council. That Staff report and the resolution from Richmond Hill's Committee of the Whole was forwarded to the Town of Markham by the Richmond Hill Clerk on March 2, 2010.

The concerns previously identified by Richmond Hill remain the same and it is requested that the approval of the proposed Official Plan Amendment and Secondary Plan for Langstaff be deferred on the basis that it is premature pending the Regional Official Plan Amendment for the Urban Growth Centre and completion of the necessary studies being undertaken by York Region in collaboration with the Town of Richmond Hill, City of Vaughan and Town of Markham.

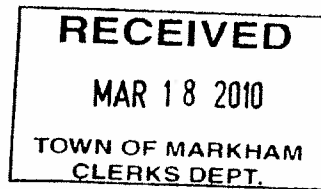
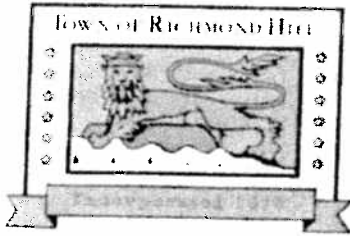
If you require any clarification on the above, please contact Paul Freeman, Manager of Policy or Brian DeFreitas, Planner II at 905-771-8910.

Yours truly,

Ana Bassios  
Commissioner of Planning and Development

cc: Jim Baird, Commissioner of Development Services  
Heather Konefat, Director of Community Planning  
Paul Freeman, Manager of Policy  
Brian DeFreitas, Planner II





Town of Richmond Hill

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*Members of Council*  
*J. Levy*  
*J. Burt*  
*V. Shuttleworth*  
*B. Miller*

March 15, 2010

Kimberley Kitteringham, Town Clerk  
Markham Civic Centre  
101 Town Centre Boulevard,  
Markham, Ontario  
L3R 9W3

Dear Kimberley Kitteringham:

**Re: Comments on the Markham Langstaff Master Plan and Proposed Official Plan Amendment and Secondary Plan for the Langstaff area in the Town of Markham - File No. D10-ST-RE - (SRPD.10.031)**

Richmond Hill Town Council, at its Council meeting on March 8, 2010 passed the following resolution contained in the staff report prepared by the Planning and Development Department entitled "Comments on the Markham Langstaff Master Plan and Proposed Official Plan Amendment and Secondary Plan for the Langstaff area in the Town of Markham":

- a) That SRPD.10.031 regarding the Markham Langstaff Built Form Master Plan and the proposed Official Plan Amendment and Secondary Plan for the Langstaff area in the Town of Markham be received and endorsed;
- b) That the Town Clerk be directed to send a copy of SRPD.10.031 to the Clerk of the Town of Markham as a formal submission from the Town of Richmond Hill on the proposed Langstaff Official Plan Amendment and Secondary Plan;
- c) That the Town of Markham be requested to defer the approval of the proposed Official Plan Amendment and Secondary Plan for the Langstaff area in the Town of Markham on the basis that it is premature pending the Regional Official Plan Amendment for the Urban Growth Centre (UGC) and completion of the necessary studies being undertaken by York Region in collaboration with the Town of Richmond Hill, City of Vaughan and Town of Markham;
- d) That the Town of Richmond Hill request notification from the Town of Markham with respect to the decision by the Town of Markham regarding the proposed Langstaff Official Plan Amendment and proposed Secondary Plan.

In accordance with Council's directive, the Council resolution has been forwarded to your attention

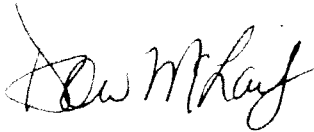




Kimberley Kitteringham  
Town Clerk  
March 15, 2010  
Page 2

If you require further information please contact Ana Bassios, Commissioner of Planning, at  
(905) 771-2417

Sincerely,

A handwritten signature in black ink, appearing to read "Donna L. McLarty". The signature is fluid and cursive, with the first name "Donna" and last name "McLarty" clearly distinguishable.

Donna L. McLarty  
Town Clerk

CC: A. Bassios, Commissioner of Planning  
K. Kwan, Director of Development Planning



## TOWN OF RICHMOND HILL

### COMMITTEE OF THE WHOLE

March 01, 2010

SRPD.10.031

Planning and Development Department  
Planning

**SUBJECT:** Comments on the Markham Langstaff Master Plan and Proposed Official Plan Amendment and Secondary Plan for the Langstaff area in the Town of Markham  
File No. D10-ST-RE

### PURPOSE:

The purpose of this staff report is to provide comments on the Markham Langstaff Master Plan and proposed Official Plan Amendment and new Secondary Plan for the Langstaff area in the Town of Markham.

### RECOMMENDATIONS:

- a) That Staff Report SRPD.10.031 regarding the Markham Langstaff Built Form Master Plan and the proposed Official Plan Amendment and Secondary Plan for the Langstaff area of in the Town of Markham be received and endorsed;
- b) That the Town Clerk be directed to send a copy of SRPD.10.031 to the Clerk of the Town of Markham as a formal submission from the Town of Richmond Hill on the proposed Langstaff Official Plan Amendment and Secondary Plan;
- c) That the Town of Markham be requested to defer the approval of the proposed Official Plan Amendment and Secondary Plan for the Langstaff area in the Town of Markham on the basis that it is premature pending the Regional Official Plan Amendment for the Urban Growth Centre (UGC) and completion of the necessary studies being undertaken by York Region in collaboration with the Town of Richmond Hill, City of Vaughan and Town of Markham; and,
- d) That the Town of Richmond Hill request notification from the Town of Markham with respect to the decision by the Town of Markham regarding of the proposed Langstaff Official Plan Amendment and proposed Secondary Plan.

Submitted by:

Ana Bassios

Planning and Development Department

Approved by:

M. Joan Anderton

Acting Administrator

## BACKGROUND

In May of 2008, the Town of Markham initiated the Langstaff Gateway Land Use and Built Form Master Plan. The Langstaff site is located by the Town of Markham, south of Highways 7 and 407, and is bounded by Langstaff Road to the north, the Holy Cross Cemetery to the south, Bayview Avenue to the east and Yonge Street to the west. The site forms part of the Richmond Hill/Langstaff Gateway Urban Growth Centre identified under the Province of Ontario's *Growth Plan* and is one of four Regional Centres designated in York Region. Lands south of Highway 407 north of Langstaff Road are within the jurisdiction of the Town of Richmond Hill but are being considered with the planning of the Markham Langstaff lands. The Langstaff site has a total gross land area of approximately 47 hectares (116 acres).

The Langstaff Gateway Land Use and Built Form Master Plan was led and completed by Calthorpe Associates along with support from consultants Ferris and Associates, IBI and MMM Group. The Plan was endorsed in principle by Markham Council in December of 2009 and features a mix of retail, employment, residential, entertainment and civic uses tied together by a new street and open space network.

The Langstaff Secondary Plan proposes the following development yields as per the Langstaff Gateway Land Use and Built Form Master Plan October 2009 report. The development concept emerging from the study is attached as Appendix 'A' to this report.

|   |                          |
|---|--------------------------|
| Site Area                                     | 47ha (116 acres)         |
| Proposed Dwelling Units                       | 15,000                   |
| Projected Population                          | 32,000                   |
| Projected Number of Jobs                      | 15,000                   |
| Total Number of Persons and Jobs              | 47,000                   |
| Projected Density (People + Jobs per hectare) | 881 people and jobs / ha |

## REGION OF YORK PLANNING COORDINATION FOR THE RICHMOND HILL/LANGSTAFF GATEWAY REGIONAL CENTRE AND PROVINCIAL URBAN GROWTH CENTRE

On September 24, 2009 York Region Council approved from their Planning and Economic Development Committee recommending the Region's approach to a coordinated framework for the Richmond Hill/Langstaff Gateway Regional Centre and Urban Growth Centre (UGC). Work on the UGC is being coordinated by the Region of York as the approval authority in collaboration with staff from the Town of Richmond Hill, Town of Markham and City of Vaughan. As part of the coordinated effort, the Region has established the following to guide the development of the UGC as a cohesive and integrated Centre:

- A list of Shared Principles which collectively are intended to achieve a complete, diverse, compact and vibrant UGC. The list includes principles focused on common themes and

important issues facing the UGC including: Land Use, Building Complete Communities, Integration, Physical Infrastructure, Implementation and Finance;

- Four working sub-groups comprised of Regional staff and specialized staff members from the area municipalities to work through issues, related options, long-term recommendations and details of planning policy as it relates to the following areas: Physical Infrastructure, Planning & Design, Community Facilities & Services and Financial Tools & Models; and
- A coordinated Regional Transportation Study/Master Plan for the UGC to assess traffic impacts and transportation requirements across the UGC.

The ongoing planning coordination for the UGC is being instructed by the shared principles attached as Appendix "B" to this report. Richmond Hill, Vaughan and Markham staff continue to participate in the Region's coordinated planning effort.

#### **CHRONOLOGY OF COMMENTS ON THE LANGSTAFF BUILT FORM MASTER PLAN**

Richmond Hill Staff forwarded a letter to Town of Markham Staff on March 6, 2009 in response to a request for comments regarding the draft Langstaff Land Use and Built Form Master Plan and the development planned for the Langstaff area. The letter identified concerns related to the height and densities planned for the Langstaff site, concerns relating to connectivity, access, traffic, and balance of proposed land uses. The letter is attached to this staff report as Appendix 'C'.

On November 16, 2009 the Town received notification on the Langstaff Land Use and Built Form Master Plan final report, prepared by Calthorpe Associates. A response letter to Markham Staff was sent by Richmond Hill on December 10, 2009 outlining concerns with the proposed development. Many of the concerns identified in the March 06, 2009 letter were carried forward in the December 10, 2009 letter as many of the initial concerns raised by Richmond Hill Staff remained the same. The December 10, 2009 letter sent to Markham staff is attached to this staff report as Appendix 'D'.

#### **PROPOSED NEW OPA AND SECONDARY PLAN FOR THE LANGSTAFF AREA**

The Town of Markham has scheduled a statutory public meeting under the *Planning Act* to consider a Town initiated Amendment to the Markham Official Plan and new Secondary Plan for the Langstaff area of Thornhill. The public meeting is scheduled to take place on Tuesday March 02, 2010 at 7:00 p.m. at the Town of Markham Municipal Offices. The Town of Richmond Hill received notification on February 11, 2010. A copy of the notice is attached as Appendix 'E' to this report.

### REQUIRED REGIONAL STUDIES TO SUPPORT THE UGC

The shared principles established by York Region in partnership with Markham, Vaughan and Richmond staff along with the ongoing collaborative work of the sub-working groups has identified the need for additional studies and critical actions to be undertaken for the UGC to achieve a complete, integrated, diverse and vibrant UGC that is well served by rapid transit. York Region Staff is in the process of coordinating an Urban Growth Centre-Wide Transportation Study for the UGC in partnership with the Town of Markham, City of Vaughan and Richmond Hill that will study the full transportation requirements needed for the UGC to meet the needs of the growth centre in the context of a larger Regional setting. It is the intent of this study to create a Transportation Network Plan and investigate a comprehensive transportation infrastructure phasing plan. The Transportation Study will be based on the planning and urban design studies that have been completed by Richmond Hill and Markham for the Urban Growth Centre.

The terms of reference for the Centre-wide Transportation Study focuses on:

- Developing a Network Plan that will accommodate and support the planned land use in the UGC;
- Preparing a Transportation Demand Management (TDM) Plan that includes infrastructure, policies and programs to reduce auto travel and promote transit;
- Preparing a Parking Strategy to reduce surface parking and establish parking standards across the UGC;
- Preparing an Infrastructure Phasing Plan that is performance-based which will establish policies to accommodate phasing of development;
- Undertaking traffic network analysis and optimization including a Congestion Management Plan; and,
- Preparing a Funding Strategy and Implementation Strategy.

Other critical actions and/or required studies include:

- A Comprehensive Fiscal Analysis;
- A Community Facilities and Services Inventory;
- Regional Official Plan Amendment (ROPA) to provide direction to emerging Secondary Plans; and,
- Provincial Engagement

The completion of these items through the collaboration and ongoing work of the inter-municipal sub-groups through York Region's coordination will help to inform and establish policies for the future Secondary Plans for the Richmond Hill Regional Centre and Langstaff portions of the UGC. Richmond Hill staff are of the opinion that the required studies that have emerged through the UGC planning coordination process led by York Region need to be completed before a Secondary Plan is adopted by either municipality since a number of very important issues remain unresolved.

Further, York Region Council recently adopted the new York Region Official Plan (ROP) on December 16, 2009. While the new ROP has policies dealing with the Urban Growth Centre, Regional Staff have indicated in correspondence to Richmond Hill and Markham that they intend to adopt a Regional Official Plan Amendment in 2010 to provide direction to local Secondary Plans such as Markham's Langstaff Plan. Accordingly, based on the collaboration among the municipalities, Richmond Hill Staff are of the opinion that this policy direction should be completed prior to the approval of the Langstaff Secondary Plan. It is Richmond Hill Staff's intention to bring forward a Secondary Plan for the Richmond Hill Centre, based on the Richmond Hill Regional Centre Study endorsed by Council, subsequent to the Completion of the Town's Official Plan and the necessary studies being completed by York Region.

At this time, detailed Secondary Plan policies established by the local area municipalities should be considered premature pending the Regional Official Plan Amendment for the UGC and completion of the necessary studies that are being coordinated and implemented by York Region in collaboration with both the Town of Richmond Hill and Town of Markham.

#### **COMMENTS ON THE PROPOSED SECONDARY PLAN AND AMENDMENTS TO THE TOWN OF MARKHAM OFFICIAL PLAN**

Town Staff has had an opportunity to review the proposed Official Plan Amendment and Secondary Plan for the Langstaff area and note that many of the comments and concerns provided previously in the letters to Markham Planning Staff dated March 6, 2009 and December 10, 2009 respectively remain unresolved. Specifically, staff continues to have concerns with the following:

##### **Proposed Height and Density**

- Town staff are concerned about the density proposed in the Langstaff Plan and the impact of that potential density and traffic on Richmond Hill. At a regional level, the proposed density for the Langstaff site is disproportionate considering the limited connectivity of the site and the lack of direct higher order transit access primarily to the eastern half of the Langstaff area. It is understood that the density provisions identified in the Growth Plan (200 people and jobs/ha) and the Regional Transportation Plan (RTP) (400 people and jobs/ha) are minimum targets to be achieved across the entire UGC. However the density proposed for Langstaff is estimated to be 881 persons and jobs per hectare, a figure that is more than double what is contemplated by the Growth Plan and Metrolinx density targets.
- Approximately half of the Langstaff site is not within walking distance to higher-order transit, particularly the area east of the CN Rail line, but is supported with a connection via a pedestrian concourse into Richmond Hill. In this regard, Richmond Hill staff suggest that a walking distance measured from the entrance to the proposed concourse is not appropriate as transit users would be required to walk an additional 400 metres to reach the planned mobility hub station located in Richmond Hill. The proposed concourse should not be relied upon to justify the level of development proposed for that area of the Langstaff site, as it is not an appropriate walking distance from the actual rapid transit station.

- The Langstaff Plan's greatest allocation of density appears to be around the CN Rail corridor. This density allocation appears contrary to the principles established by the Region that call for concentrating densities at the planned higher order transit facilities and decreasing with distance from those facilities. To conform to these principles, the density shown adjacent to the CN Rail corridor is more appropriate closer to Yonge Street in proximity to the Longbridge subway station area. On this point, Richmond Hill Staff suggest that the Langstaff Plan does not meet the Region's agreed upon principles.

#### **Balance of Proposed Land Uses**

- Richmond Hill Staff suggest the Langstaff site contribute more to achieve a long-term 1:1 ratio of people and jobs per hectare consistent with the Growth Plan and the York Region Official Plan so that it along with the Richmond Hill Centre can provide a more even balance of jobs and residents contributing to the overall development of the UGC as a healthy, vibrant complete community.

#### **Transit Facility and Location**

- Creating a single multi-modal transit facility will be key to achieving the high modal split envisioned for transit and the Transit-Oriented Development needed to support the UGC as an Anchor Mobility hub. For the mobility hub to operate efficiently and provide the most effective transit-user service possible, the hub should integrate all modes of transit into the mobility hub transit station.
- The alignment of the Yonge Street Subway extension within the Town of Richmond Hill as Option "C" and was confirmed through the approval of the Environmental Assessment process by the Minister of the Environment on April 06, 2009 and supported by Markham Council on October 14, 2008. The placement of the Richmond Hill Centre transit terminal, demonstrated in the Richmond Hill Regional Final Recommendations Report, positions the Richmond Hill Centre mobility hub station in a central and accessible location to serve the UGC as much as possible. Richmond Hill Staff do not support any alternatives that would result in the relocation of the proposed mobility hub station which would detract from the critical mass of development potential around the anchor mobility hub station.

#### **Connectivity across the UGC**

- Richmond Hill Staff support connections between Langstaff and the Richmond Hill Regional Centre. Both Markham and Richmond Hill show the same potential connections between the two portions of the UGC in their respective land use studies. The development concept for the Richmond Hill Regional Centre recognizes a connection to the Langstaff site via the multi-use corridor which runs parallel to the CN Rail line as well as an extension of Red Cedar Avenue south of Highway 7 and 407. To ensure proper connectivity, connections between the two sides of the UGC should be practicable and feasible in order to ensure the most efficient transit-user convenience possible across the entire UGC. Further discussion is required on the operational, construction, maintenance and safety of the proposed pedestrian concourse as a connection to the mobility hub station in Richmond Hill.

### Transportation Capacity and Modal Split

- A 60% non-auto modal split is envisioned for Langstaff. This is an aggressive assumption, and while in principle Richmond Hill Staff support a high transit modal share over the private automobile, it is recognized that assumptions on travel behavior need to be practical and realistic. The practicality of achieving this modal share is questionable considering half of the Langstaff site is beyond a 400 metre walking distance from higher-order transit and the proposed mobility hub.
- The circulation of people and movement of goods within the Langstaff site is restricted by the lack of public roads connecting Langstaff to the existing street grid. Due to the constraints of Highway 407 to the north and the Holy Cross cemetery to the south, the Langstaff Plan relies on three mixed-traffic roads for ingress and egress in and out of the site. This is recognized in the Langstaff report which states that: "issues related to infrastructure and circulation in the Langstaff project area are extremely complex and will certainly require much ongoing study in the years to come". While the plan is clear in that it contemplates a large number of car-free households and a high level of transit dependability, the lack of ingress and egress opportunities matched with the planned population and employment not only in Langstaff but also in Richmond Hill could lead to unacceptable traffic conditions throughout the entire UGC and pose significant constraints on the road network already in place, including the road network in Richmond Hill.
- A main component of the road network within the Langstaff area is the proposed Red Cedar Avenue connection under Hwy 407 and Hwy 7 to High Tech Road. This four (4) lane street connection is intended to permit cycling, pedestrian, buses and vehicles. The Langstaff Plan shows this connection as being constructed as part of Phase 1. Further discussions are required between Richmond Hill and Markham on the timing of this road connection. Following the analysis of the transportation study being undertaken by York Region, Richmond Hill Council approval will be needed to approve the Red Cedar Avenue connection prior to the connection being constructed, with an understanding of supporting traffic mitigation measures needed before this road connection is made.

### Phasing and Triggers

- The Secondary Plan relies on phasing and triggers to control the orderly development of the Langstaff lands. The Secondary Plan provides that approximately 5,000 units can proceed under Phase 1, prior to significant transit investments being in place. Almost two thirds of the total units occurring in this phase are within the eastern portion of the site near Bayview Avenue, which is not located within walking distance to any rapid or higher order transit service. In contrast, the shared regional principles identify that the initial phases of development will include lands at and adjacent to the planned subway stations.
- Although the draft Secondary Plan provides a Schedule that shows 3 major phases of development that may occur generally in relation to the provision of major infrastructure, the Plan anticipates the future development of a "Langstaff Gateway Development Phasing Plan". This Phasing Plan (unlike the Secondary Plan) would be a non-statutory document that would be endorsed by Council and be amended by Council without an amendment to the Secondary Plan or other broader public process. Richmond Hill staff are concerned that terms, conditions and requirements for phasing could be amended without the participation and input of the affected stakeholders.



- The Secondary Plan notes that implementation of the phasing will be accomplished through the use of holding provisions in the Zoning By-law. No detail is provided as to how much of the Secondary Plan lands may be zoned at a given point in time. Accordingly, large areas could have the holding provision removed with little input from third parties. Greater certainty regarding the application of zoning would ensure that lands are not made available for development in advance of infrastructure requirements.

**FINANCIAL/STAFFING/OTHER IMPLICATIONS:**

This staff report was produced in-house. The recommendation does not have any financial or staffing implications.

**RELATIONSHIP TO THE STRATEGIC PLAN:**

There are no direct implications with respect to the Strategic Plan.

**CONCLUSION:**

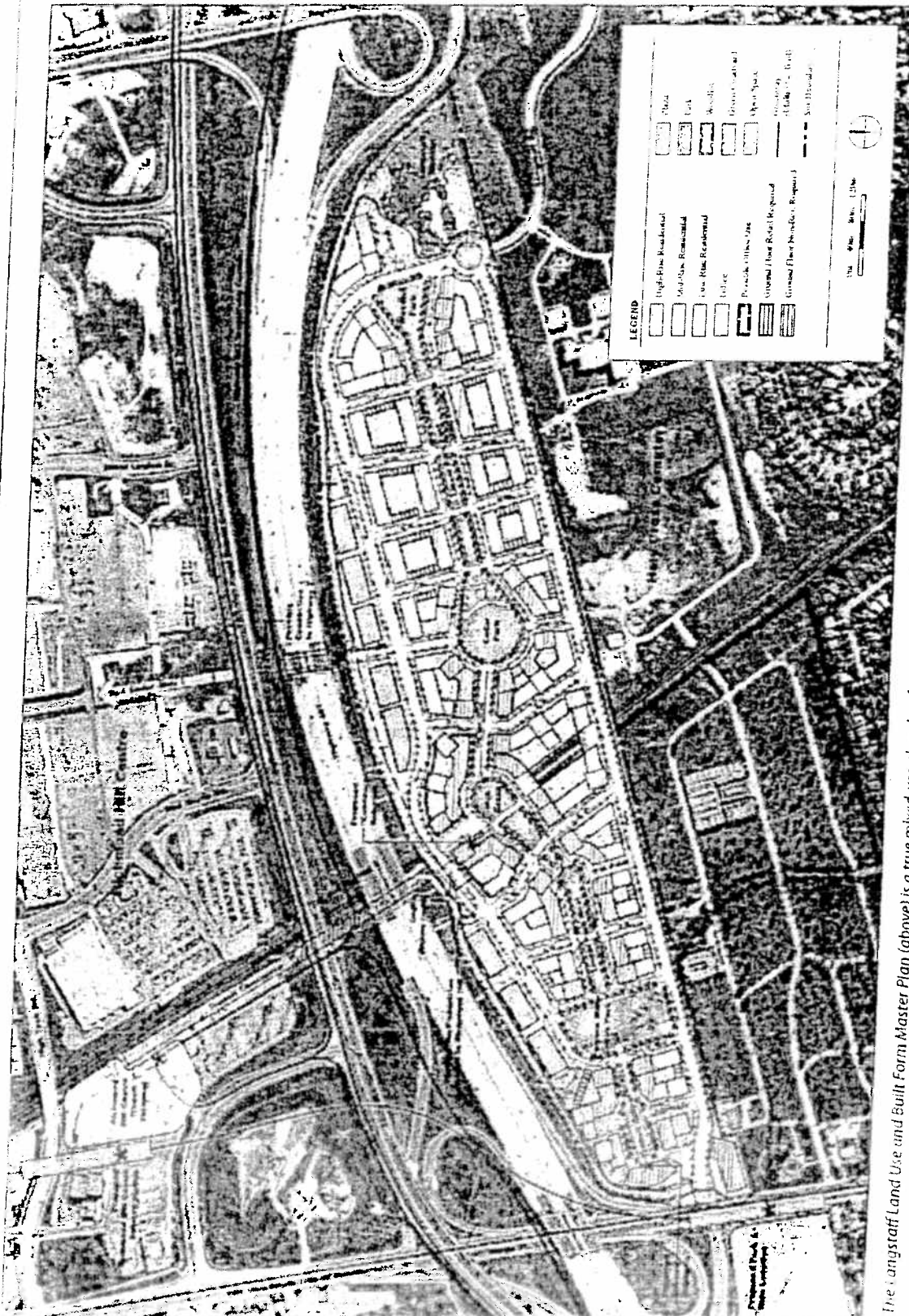
The purpose of this staff report is to provide comments on the proposed Official Plan Amendment and Secondary Plan for the Langstaff area in the Town of Markham. Richmond Hill Staff have and continue to express a number of concerns with the proposed plan. There is an extensive coordination process underway involving staff from York Region, Markham, Vaughan and Richmond Hill in the planning for an integrated Urban Growth Centre. That work has identified the need for some significant additional studies and critical actions that are necessary prior to the adoption of detailed Secondary Plans. The completion of the emerging Regional policy direction and Centre-Wide Transportation Study is critical to addressing all outstanding issues and understanding the necessary infrastructure phasing making approval of Markham's Langstaff Secondary Plan premature.

It is recommended that Staff Report SRPD.10.031 concerning the Langstaff Secondary Plan be received and endorsed by Council and that the Town of Markham be requested to defer approval of the proposed Official Plan Amendment and Secondary Plan for the Langstaff area of Markham on the basis that it is premature pending the completion of the necessary studies being completed by York Region in coordination with the Town of Richmond Hill, City of Vaughan and Town of Markham.

APPENDIX CONTENTS

- APPENDIX "A" – Langstaff Development Concept (Langstaff Built Form Master Plan  
October 2009)
- APPENDIX "B" – Richmond Hill/Langstaff Urban Growth Centre – Planning Coordination  
(Shared Principles)
- APPENDIX "C" – March 06, 2009 Letter to Town of Markham Staff RE: Comments on the  
Langstaff Built Form Master Plan
- APPENDIX "D" – December 10, 2009 Letter to Town of Markham Staff RE: Comments  
on the Langstaff Built Form Master Plan
- APPENDIX "E" – Notice of Public Meeting Langstaff Gateway

# LAND USE & BUILT FORM MASTER PLAN



The Langstaff Land Use and Built Form Master Plan (above) is a true mixed-use plan that focuses density, office and retail at the two transit nodes that access the subway and rail stations.

MASTER PLAN

Appendix 'A'  
SRPD  
File(s) DID-ST-RC

## Richmond Hill/Langstaff Urban Growth Centre – Planning Coordination

### Goal Statement:

To achieve a complete, diverse, compact, vibrant, integrated, sustainable and well-designed Centre, to serve as a focal point in the Region for housing, employment, cultural/community facilities, and transit connections.

### Shared Principles:

#### 1.0 Land Use and Urban Design

- 1.1 Planning will be comprehensive and achieve the implementation of a cohesive, integrated and complete community
- 1.2 The initial phases of development will include lands at and adjacent to the planned subway stations
- 1.3 Development densities will be concentrated at the planned higher order transit facilities, achieve a minimum of 3.5 Floor Space Index (FSI), and decrease with distance from the those facilities
- 1.4 A diverse mix of uses will be accommodated to create complete and active precincts or neighbourhoods within the Regional Centre, which will include the assignment of supportive resident-to-employee ratios
- 1.5 Built form and design will set a high standard, and contribute to a sense-of-place and community identity for each precinct or neighbourhood, and for the Regional Centre as a whole
- 1.5 Implementation tools, including the use of Section 37 of the Planning Act, will be incorporated into the respective secondary plans to achieve bona fide community benefits, which shall be described in the plans, that serve the residents and businesses of the Regional Centre

#### 2.0 Building Complete Communities

- 2.1 Neighbourhoods or precincts will be complete and self-sufficient communities within an integrated Regional Centre, to the extent possible and recognizing physical constraints
- 2.2 Land uses will provide live-work-shop-play opportunities for all residents within the Regional Centre, taking into account a wide range of income levels and demographics
- 2.3 The Regional Centre will be a complete community with on-site community facilities and essential services, including emergency medical services (EMS), fire, police, schools, libraries, arenas, playgrounds and others

### Building Complete Communities (cont.)

- 2.4 Community facilities including squares, parks, natural recreation areas, and pedestrian and cycling paths, will be **integrated** into the community and contribute to a sense of **place** for residents and employees within Centre
- 2.5 Facilities and services will **coincide with** each **phase** of development, and will be provided through the development approvals process, including the application of **Section 37** of the Planning Act
- 2.6 Access to the facilities and services by area residents and employees will be convenient, safe, and available through a **short walk or cycling trip**
- 2.7 Amenity space, including parks and active recreation areas, will be **accessible to the public**, as opposed to being enclosed within privately owned buildings

### 3.0 Community Integration

- 3.1 **Connectivity** and integration across the Centre will be **optimized**, working to manage potential constraints posed by physical barriers and multi municipal jurisdictions
- 3.2 Coordinate, through agreements and related tools, the **operations** of and **funding** for community services (e.g. libraries, recreation programs, etc.) and infrastructure (e.g. street grid, sidewalks, etc.) across the Regional Centre
- 3.3 Ongoing **liaison** between among the Region, Markham, Richmond Hill and Vaughan to enhance **community integration** and planning, leading up to and following the finalization and approvals of the secondary plans, and continue to the development approvals and implementation stages (e.g. formal municipal **working group** or **planning advisory group**)

### 4.0 Physical Infrastructure

- 4.1 The provincially-designated **Mobility Hub** is the central and most important destination, origin and transfer point for transit trips within the Centre, and has a **Region-wide** significance. Development will therefore serve to enhance access to and support the **efficient functioning** of this facility
- 4.2 Development and related phases will proceed on the basis of **transit-priority** and non-auto travel modes such as **walking** and **cycling**, and the demonstration of sufficient transportation capacity to, from and within the Regional Centre
- 4.3 A transportation study/master plan will include a comprehensive review of wide-area (e.g. including lands north to 16th Avenue) transportation facilities, and include **current conditions**, identify **short, medium and long-term** transportation improvements, related development thresholds, and triggers

### Physical Infrastructure (cont.)

- 4.4 Transportation capacity will be assessed on the basis of congestion management
- 4.5 A comprehensive and integrated mobility plan and strategy – addressing all modes of transportation with an emphasis on non-auto modes – will be prepared by the applicants as a condition of development approvals, consistent with the findings of the wide-area transportation study/master plan
- 4.6 A fine-grained street grid network will be planned and implemented through the development approvals and phasing process, including the identification of additional road, pedestrian, cycling and transit linkages
- 4.7 Transportation Demand Management (TDM) measures, including ride-sharing programs for residents/employees and transit pass incentives, will be required by the municipalities as a condition of development approvals for each phase
- 4.8 Parking supply and design will reflect and support the transit-priority of the Regional Centre, and shall include parking management approaches that include the establishment of consistent and low maximum parking standards, and on-street parking in appropriate areas
- 4.9 Development triggers (e.g. opening of subway, TDM measures, etc.) for each phase of development will include performance-based standards that are tied to mode shares for transit and other non-auto modes
- 4.10 Transportation capacity, including transit mode shares and non-auto measures, will be monitored for and throughout each phase of development
- 4.11 Traffic congestion will be managed throughout the build-out of the Regional Centre in a manner that supports transit, walking and cycling as the primary travel modes, and that takes advantage of state-of-the-art technologies
- 4.12 The “walk-to” catchment areas for the transit stations will be not be uniform, and will be based on pedestrian and cycling connectivity and associated travel times, generally based on a maximum 15-20 minute walk for the majority of people

### 5.0 Implementation of Community and Servicing Requirements

- 5.1 The Regional Centre will integrate complete and self-sufficient neighbourhoods or precincts, that have on-site community facilities and essential services, including emergency medical services (EMS), fire, police, schools, libraries, arenas, playgrounds and others
- 5.2 Facilities and services will coincide with each phase of development, and will be provided through the development approvals process, based on an inventory of community needs in the short, medium and long term.

### Implementation of Community and Servicing Requirements (cont.)

- 5.3 Phasing plans will be developed, which will prescribe the phasing and staging at the precinct or neighbourhood level, to ensure the orderly, sequential and integrated implementation of secondary plans
- 5.4 Community services and facilities (e.g. EMS stations, libraries, etc.) will be integrated into development sites, projects and buildings within each phase of development. This includes the implementation of shared facilities and related programs among service providers (e.g. school boards) and through developer-municipal agreements
- 5.5 Phasing and staging of development within each precinct or neighbourhood will be tied to triggers related to infrastructure capacity, including community and social services and facilities, transportation, on-site energy generation (e.g. district energy), and water and waste water
- 5.6 Equitable distribution of, and financial contributions to, community facilities and services (e.g. parks, libraries etc.) across the Regional Centre
- 5.7 Natural features (e.g. streams, woodlots, etc.), related linkages, and stormwater management will be planned for and implemented in a comprehensive manner across the Regional Centre

### 6.0 Financial Principles

- 6.1 A comprehensive fiscal analysis, funded by development, will be undertaken collaboratively by the municipalities as a condition of phase 1 development approvals, and subsequent phases, to determine the costs of common infrastructure required to service the Centre over the short, medium and long-term.
- 6.2 The costs of required infrastructure and services, as determined by the municipalities to support each development phase, will be borne by the developers
- 6.3 Development charges, and other development and planning approval-related fees, will be consistent across the Regional Centre and will be based on the principle of cost-recovery
- 6.4 Park land dedication and parking standards, including cash in-lieu provisions, will be uniform across the Centre to ensure a level playing field in the development application and approvals process
- 6.5 The use of Section 37 of the Planning Act will be applied only to achieve those bona fide community benefits which would not be required as a condition of development approvals

Appendix C  
SRPD 12 CSI  
File(s) 610-SF-A

P.O. Box 900  
225 East Beaver Creek Road  
Richmond Hill, Ontario  
Canada L4C 4Y5  
905-771-8800  
[www.richmondhill.ca](http://www.richmondhill.ca)

March 5, 2009

Mr. Jim Baird, Commissioner of Development Services  
Town of Markham  
Development Services Department  
101 Town Centre Boulevard  
Markham, ON L3R 9W3

Dear Jim:

Re: Langstaff Master Plan Study  
Proposed Secondary Plan for the Langstaff Planning District

This letter is in response to the request from Markham Planning staff for comments from abutting municipalities and review agencies with respect to the Langstaff Gateway Concept Plan prepared by Calthorpe Associates as provided to the Town via e-mail on February 24, 2009.

Firstly, I would like to record my disappointment with the overall process and lack of meaningful consultation with the Town as the neighbouring municipality concerning the Langstaff Gateway development proposal. While Calthorpe Associates has held a number of public meetings concerning their concept plan, there has been little or no attempt to resolve municipal issues between our two planning jurisdictions. I would have hoped that the concerns and questions raised below could have been resolved before now and that we could have worked in partnership towards the greater success of the whole Urban Growth Centre.

As you are aware, on February 11, 2009, Town of Richmond Hill staff requested a meeting with the Markham's Planning staff and representatives of Culthorpe Associates to seek clarification on the fundamental land use and design principles for the Langstaff Gateway Concept Plan and to provide Markham staff with an overview of the recently commenced Richmond Hill Regional Centre Land Use and Urban Design Study. As an abutting municipality, the Town of Richmond Hill has a direct interest in the overall vision, proposed land use, transportation planning, servicing, urban design and other aspects of the Langstaff Gateway Concept Plan. As a follow up to the February 11, 2009 meeting and Markham's request for comments on the Langstaff proposal, staff has the following comments:

Proposed Density

While it is accepted that the minimum Growth Plan density requirements for 200 people and jobs per hectare in the Richmond Hill/Langstaff UGC are intended to be a minimum target, the approach taken by Calthorpe Associates in planning for a density of 600 persons and jobs per hectare within the Langstaff portion of the UGC is questionable. This is illustrated by the fact that the lands west of the CNR lie outside of an acceptable 800 metre (10 minutes) walking distance of any planned transit stations.



The proposed density would be one of the highest densities in the CTA. Instead of planning to a target growth number, the approach should be place-based towards the creation of a new community and to plan appropriately based on the context and planned function of the area. The proposed density would appear to be excessive given the distance much of the proposed development would be from the higher order transit.

#### Traffic/Modal Split

In order to properly review the traffic impacts related to the Langstaff Gateway Concept Plan, the Town of Richmond Hill will require a traffic study that justifies the level of growth anticipated, the modal split assumptions, an analysis of the road network capacity and ability of the existing road network to accommodate the proposed road improvements given the existing traffic congestion, especially along Bayview Avenue north of Highway 7. The traffic study must identify mitigation measures that ensure that traffic does not infiltrate the residential neighbourhoods north of High Tech Road and the timing, cost and who will pay for any required road improvements. In addition to the preceding, the study must be based on appropriate phasing of the proposed development in relation to the implementation of transit.

It is questionable that the projected 60% modal split assumed by Calthorpe Associates can be achieved. Additionally, there is concern with the level of growth and the relationship to traffic impact on the road network, including the local road network north of Highway 7 in the Town of Richmond Hill. While the concept of higher density being established in the UGC is fundamentally understood and supported by the Town, an acceptable level of growth and realistic traffic assumptions needs to be planned. To this end, the Town of Richmond Hill requires a detailed traffic analysis that should be peer reviewed together with the projected traffic volume to be generated in the Richmond Hill portion of the UGC.

It should be noted that Richmond Hill's road network does not have the capacity to accommodate the preliminary traffic assignment for the development of the Langstaff lands and that priority must be given to the traffic generated by the development to be established in the Richmond Hill portion of the UGC.

#### Balance of Proposed Land Uses

As you are aware, the Region of York Official Plan aims for a 1:1 ratio between population and employment in the Richmond Hill/Langstaff Urban Growth Centre. The lands on both sides of the 407 in the UGC already have a Regional and local context and future growth should be predicated on a balanced approach in order to ensure that one side is not predominantly employment and the other residential in nature. In addition to the balance of population and employment, there needs to be consideration of other factors such as the provision of community services in order to ensure the completeness of the proposed community.

#### Community Services

From reviewing the proposed concept plan for the proposed Langstaff development, it is unclear what assumptions have been made for the provision of schools, parkland and amenities and where shared facilities may be required. The Town would request that additional information be provided to address concerns in this regard.

### Role of the Richmond Hill Portion of the UGC

A significant amount of development and redevelopment will occur within the Richmond Hill portion of the UGC despite the current use of some of the lands. The success of the Richmond Hill/Langstaff UGC will depend upon the success of the development immediately around the multi-modal transit facility. As such, the role of the Langstaff portion of the UGC in relation to the Richmond Hill portion of the UGC needs to be better clarified/understood, particularly around the multi modal transit facility.

### Transit Facility Location

As per Town Council's direction, the Town fully supports the concept of establishing an integrated multi modal transit facility within the Richmond Hill portion of the UGC based on Subway Alignment Option 'C'. The Town would not support any alternatives that would result in the relocation of the proposed terminal station further south which would detract from the critical mass of development potential around that station within the Richmond Hill portion of the UGC. Additionally, the Town does not support the location of the proposed 407 Transitway stations in the middle of Highway 407 as depicted on the concept plan for the Langstaff lands. In this regard, the 407 Transitway should be linked directly to the proposed multi-modal transit station within the Richmond Hill Centre lands, as planned by the Province.

### Market Share

The Langstaff Gateway Concept Plan as presently constituted does not address the need for a coordinated vision for the entire Richmond Hill/Langstaff UGC, including the lands north of Highway 407. In this regard, an important quality of a successful UGC is to have intense development in close proximity to the transit hub. If intense growth of high density development were to occur away from the transit nodes of the UGC, this may result in the dilution of the development potential where it is required.

Development within and outside of a 500 metre (5 minute) and 800 metre (10 minute) walking distance of public transit should be a realistic goal. It is evident that the lands in the eastern half of the Langstaff portion of the UGC extend beyond the 800 metre radius. As such, the amount of development contemplated in this area is questionable and therefore fewer people in this area will use transit in relation to the assumed modal split.

### Phasing and Timing

Appropriate policies will be required to phase the proposed development, parking, infrastructure and community services in relation to the provision of transit, notwithstanding the traffic impact concerns.

### Role of Yonge Street

It is recognized that Yonge Street is the regional focus of Richmond Hill/Langstaff UGC and that this area should be celebrated as such by Markham, Vaughan and Richmond Hill. The Langstaff concept plan is inwardly focused and more attention should be paid to Yonge Street recognizing that there is much more potential to do this north of Hwy 407 within the Richmond Hill portion of the UGC.

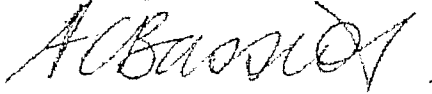
### Infrastructure

Information on detailed infrastructure has not been provided as part of the Langstaff proposal. Previously it was identified that facilities in Richmond Hill might be utilized. This has not been addressed and as such, additional information will be required before Town staff can provide any comments on this matter.

### Conclusion

The preceding summarizes Town staff's comments concerning the Langstaff Gateway Concept Plan. Without question, the scale of the proposal is unprecedented and in consideration of the Town's preliminary comments, further and more detailed justification will be required for the Town of Richmond Hill to support such an ambitious proposal. Notwithstanding the preceding and as noted in previous discussions, Town of Richmond Hill staff are willing to work with Markham staff to better coordinate the vision for this area. Please contact me at 905-771-8910 or via e-mail at [abassios@richmondhill.ca](mailto:abassios@richmondhill.ca) should you wish to further discuss this matter.

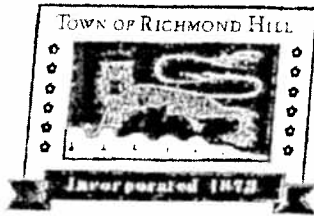
Yours truly



Ana Bassios

Commissioner of Planning and Development

- c: D. Barrow, Town of Richmond Hill Mayor  
J. Anderson, Chief Administrative Officer  
P. Lee, Director of Policy  
K. Kwan, Director of Development  
P. Freeman, Manager of Policy  
J. Leung, Manager of Urban Design  
G. Galanis, Manager of Development - Site Plans  
I. Brutto, Commissioner of Engineering and Public Works  
M. Lantaigne, Manager of Transportation, Traffic and Site Plans  
G. Flint, Development Coordinator  
D. Miller, Senior Project Coordinator  
B. Tuckey, Region of York Commissioner of Planning and Development



|          |           |
|----------|-----------|
| Appendix | D         |
| SRPD     | 10-031    |
| File(s)  | D10-SF-05 |

Town of Richmond Hill

P.O. Box 300  
225 East Beaver Creek Road  
Richmond Hill, Ontario  
Canada L4C 4Y5  
905-771-8800  
www.richmondhill.ca

December 10, 2009

Jim Baird, MCIP, RPP  
Commissioner of Development Services  
Town of Markham  
101 Town Centre Boulevard,  
Markham, ON L3R 9W3

Re: Langstaff Built Form Master Plan – Final Report  
Town of Richmond Hill Staff Comments

Dear Mr. Baird,

Thank you for the opportunity to provide comments on the Langstaff Land Use & Built Form Master Plan Report (October 2009), prepared by Calthorpe Associates and circulated on November 16, 2009.

We support the ongoing collaboration with the Town of Markham and York Region to appropriately plan for the future redevelopment of the Richmond Hill/Langstaff Gateway Urban Growth Centre, and look forward to continuing this collaboration as the Langstaff Land Use & Built Form Master Plan and Richmond Hill Centre Design and Land Use studies are completed.

Richmond Hill staff has had an opportunity to review the draft Langstaff Land Use & Built Form Master Plan. We note that many of our comments and concerns remain the same as those stated in our letter dated March 6, 2009.

#### Proposed Height and Density

- We are concerned about the density proposed in the Langstaff Plan and the impact of that potential density and traffic on Richmond Hill. At a regional level, the proposed density for the Langstaff site is disproportionate considering the limited connectivity of the site and the lack of direct higher order transit access, primarily to the eastern half of Langstaff. We are aware that the density provisions identified in the Growth Plan (200 pj/ha) and the RTP (400pj/ha) are minimum targets to be achieved across the entire UGC, however the density proposed in the Land Use & Built Form Master Plan for Langstaff is estimated at 881 persons and jobs per hectare, a figure that is well in excess of what is contemplated by the Provincial target.
- We note that more than half of the Langstaff site is not within walking distance to higher-order transit, particularly the area east of the CN Rail line, but is supported with a connection via a pedestrian concourse into Richmond Hill. We suggest that a concentric ring around the entrance to the proposed concourse is not an appropriate measure of walking distance to the railway hub station in Richmond Hill. A transit loop would be required to walk a further

400 metres to reach the mobility hub station. The proposed concourse should not be relied upon to justify the level of development proposed for that area of the Langstaff site, outside of an appropriate walking distance.

- There does not appear to be any detailed commentary on the proposed building heights in the Langstaff Plan except on page 111 in Table 5.05. The table shows high-rise residential buildings to have what appears to be a height equivalent of 15-50 stories, however it is unclear as to how this height range was established and why the eastern portion of the site adjacent to the woodlot proposes high density considering this portion of Langstaff is not within proximity to higher order transit. We also do not agree with the statement on Page 60, which states *"it is desirable to have a concentration of density near the Langstaff woodlot for 'eyes on the street' informal surveillance of this natural environment."* Surveillance of the woodlot cannot be used as justification for higher densities on this eastern half of the Langstaff site. Experience would suggest exactly the opposite: that extraordinary concentrations of density have a severe detrimental impact on woodlots.
- The Langstaff Plan's greatest allocation of density appears to be around the CN Rail corridor. This density allocation also appears contrary to the principles established by the Region that call for concentrating densities at the planned higher order transit facilities and decreasing with distance from those facilities. To conform to these principles, the density shown adjacent to the CN Rail corridor is more appropriate closer to Yonge Street in proximity to the Longbridge subway station area.

#### Balance of Proposed Land Uses

- The report estimates that the Langstaff portion of the UGC will be comprised of 9,624 jobs and 31,790 persons by full build-out (pg. 33). As stated in our March 6, 2009 letter, we have concerns regarding the significant disparity in the total number of jobs relative to the total number of persons forecasted for the Langstaff portion of the UGC. Our understanding is that there is a proposed ratio of 0.30 jobs for every resident within Langstaff, however the report is not specifically clear on how it meets the Region of York Official Plan target of a 1:1 ratio of people and jobs. We suggest the Langstaff site contribute more to achieve a long-term 1:1 ratio of people and jobs per hectare consistent with the Growth Plan and the York Region Official Plan so that it along with the Richmond Hill Centre can provide a more even balance of jobs and residents and contribute to the overall development of the UGC as a healthy, vibrant complete community.

#### Transit Facility and Location

- We agree with the comment on page 14 which states, *"Creating a single multi-modal transit facility will be key to getting the high mode split for transit that will be necessary to support an effective and environmentally sustainable Transit-Oriented Development."* For the mobility hub to operate efficiently and provide the most effective transit-user service possible, the hub should integrate all modes of transit into the mobility hub station. Densities within

proximity to the higher order transit station and mobility hub should be within an acceptable "walk to" catchment area, rather than relying on shuttle bus services.

- On Page 71, there is an image which illustrates the various alignments of the Yonge Street Subway extension. Below the image is accompanying text which provides the following notation: "*proposed subway extension and rapid transit route alternatives*". The alignment of the Yonge Street Subway extension within the Town of Richmond Hill has been finalized as Option "C" and was confirmed through the approval of the Environmental Assessment process by the Minister of the Environment on April 06, 2009 and supported by Markham Council on October 14, 2008. The placement of the Richmond Hill Centre transit terminal, demonstrated in the Richmond Hill Regional Centre Preferred Concept Report together with the proposed Longbridge subway station south of the 407, positions the Richmond Hill Centre mobility hub in a central and accessible location to serve the UGC as much as possible. Richmond Hill does not support any alternatives that would result in the relocation of the proposed mobility hub station which would detract from the critical mass of development potential around the anchor mobility hub. To avoid confusion, Town staff recommends that the alignment (Option "C") only be shown, and that any images from the approved EA be properly referenced.

#### Connectivity across the UGC

- On Page 72, in reference to the connections between the Richmond Hill and Markham portions of the UGC, the report states: "*These issues are complicated further by the presence of no less than 3 different municipalities within several hundred metres of the site. Differences of opinion have already surfaced, for instance, between the City of Richmond Hill and the Town of Markham as to how best to connect their respective developments to each other and to the planned regional transit infrastructure.*" To be clear, Town of Richmond Hill staff support a connection between Langstaff and the Richmond Hill Regional Centre. Both Markham and Richmond Hill show the same potential connections between the two portions of the UGC. The Richmond Hill Preferred Concept Report recognizes a connection to the Langstaff site via the multi-use corridor which runs parallel to the CN Rail line as well as an extension of Red Cedar Avenue south of Highway 7 and 407. To ensure proper connectivity, connections between the two sides of the UGC should be practicable and feasible in order to ensure the most efficient transit-user convenience possible across the entire UGC. Further discussion is required on the operational, construction, maintenance and safety of the proposed pedestrian concourse as a connection to the mobility hub station in Richmond Hill.

#### Transportation Capacity and Modal Split

- The report proposes a greater than 60% non-auto modal split. This is an aggressive assumption, and while in principle we support a high transit modal share over the private automobile, we recognize that assumptions on travel behavior need to be practical and realistic. The practicality of achieving this modal share is questionable considering that of the

Langstaff site is beyond a 400 m walking distance from higher-order transit and the proposed mobility hub.

- The circulation of people and movement of goods within the Langstaff site is restricted by the lack of public roads connecting Langstaff to the existing street grid. Due to the constraints of Highway 407 to the north and the Holy Cross cemetery to the south, the Langstaff Plan relies on three mixed-traffic roads for access and egress in and out of the site. This is recognized in the Langstaff report which states that: *"issues related to infrastructure and circulation in the Langstaff project area are extremely complex and will certainly require much ongoing study in the years to come"* While the plan is clear in that it contemplates a large number of car-free households and a high level of transit dependability, the lack of ingress and egress opportunities matched with the planned number of people and jobs not only in Langstaff but also in Richmond Hill could lead to unacceptable traffic conditions throughout the entire UGC and pose significant constraints on the road network already in place, including the road network in Richmond Hill.
- It appears that one of the main components of the road network within the Langstaff site is the Red Cedar Avenue connection under Hwy 407 and Hwy 7 to High Tech Road. This four (4) lane street connection is to permit cycling, pedestrian, buses and vehicles. The Langstaff Plan shows this connection as being constructed as part of Phase 1. Further discussions are required between Richmond Hill and Markham on the timing of this road connection. Following the analysis of the transportation study being undertaken by York Region, Richmond Hill staff will need to seek direction from Richmond Hill Council in order to approve the Red Cedar Avenue connection prior to the connection being constructed, with an understanding of supporting traffic mitigation measures needed before this road connection is made.

#### Triggers

- Overall, we are concerned that there is too much reliance on triggers to control the orderly development of the Langstaff lands. The phasing plan identified in the Langstaff report notes that approximately 5,000 units can proceed under Phase 1, prior to significant transit investments being in place. Almost two thirds of the total units occurring in this phase are within the eastern portion of the site near Bayview Avenue, which is not located within walking distance to any rapid or higher order transit service. The shared regional principles identify that the initial phases of development will include lands at and adjacent to the planned subway stations. While Page 174 notes that a transit shuttle circulator and a paved transit-only connection from Langstaff to the Richmond Hill transit station via the CNR underpass are required under Phase 1, we do not agree that these should be relied on for the proposed development density of the lands east of the CN Rail line as they are not directly served by rapid transit.

Jim Baird, MCIP, RPP  
December 10, 2009  
Page 5

General Comments

- On Page 7, there is an out of date illustration of the Richmond Hill/Langstaff Gateway Urban Growth Centre boundary. This image does not reflect the UGC boundary which was approved by the Province; however the correct boundary is shown on page 70.

Thank you for this opportunity to provide comments on the Langstaff Land Use and Built Form Master Plan.

Yours truly,

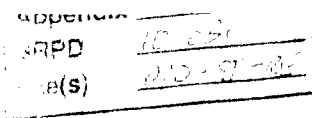


Ana Bassios

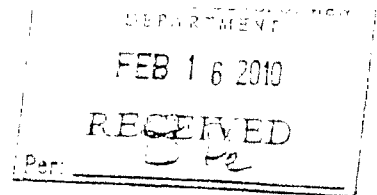
Commissioner of Planning and Development

cc: Dave Barrow, Mayor Town of Richmond Hill  
Godwin Chan, Ward 6 Councillor, Town of Richmond Hill  
Joan Anderton, Chief Administrative Officer  
Italo Brutto, Commissioner of Engineering and Public Works  
Patrick Lee, Director of Policy  
Kelvin Kwan, Director of Development  
Eugene Zawadowsky, Director of Engineering  
Paul Freeman, Manager of Policy  
Brian DeFreitas, Planner II  
Marcel Lanteigne, Manager of Transportation  
Paula Dill, Provincial Facilitator  
Bryan Tucky, Commissioner of Planning, York Region  
Heather Konefat, Director of Community Planning





PUBLIC MEETING  
LANGSTAFF GATEWAY



NOTICE OF MEETING

You are invited to attend a Public Meeting to be held by the Development Services Committee of the Town of Markham to consider a Town initiated Amendment to the Official Plan (Revised 1987), as amended and a new Secondary Plan for the Langstaff area of Thornhill. The approval authority for the proposed Official Plan amendment and the new Secondary Plan is the Region of York.

DATE: Tuesday March 2, 2010  
TIME: 7:00 p.m.  
PLACE: Council Chambers  
Anthony Roman Centre  
101 Town Centre Boulevard  
Markham, Ontario, L3R 9W3

BACKGROUND

The planning area (shown on the attached map) is bounded by Highway 407 and Langstaff Road, by the Holy Cross Cemetery, by Bayview Avenue, and by Yonge Street. The area is approximately 47 hectares (116 acres). The western portion is bisected by Pomona Mills Creek, a tributary of the East Branch of the Don River. The eastern portion contains a significant woodlot.

The Langstaff area forms the south part of the Richmond Hill/Langstaff Urban Growth Centre, as identified by the Province in its 2006 Growth Plan for the Greater Golden Horseshoe, and has been identified as part of a Regional Centre in the new Region of York Official Plan. The Richmond Hill/Langstaff Urban Growth Centre is comprised of two parts, one located in Markham and the other in Richmond Hill. The two parts are separated by Highways 7 and 407 and a major hydro corridor.

In May of 2008 the Town embarked on a process to create a new Master Plan for the Langstaff area, and in December 2009 the Langstaff Land Use & Built Form Master Plan, prepared by Calthorpe Associates and Ferris + Associates dated October 2009, was endorsed in principle by Markham Council as the basis for amendments to the Town's Official Plan and a new Secondary Plan for the Langstaff area of Thornhill.

The Master Plan contemplates a variety of densities and uses connected to a central green spine that links Pomona Mills Creek to the Langstaff Woodlot. The central spine main streets will be active locations supporting a mix of retail, service commercial and civic uses to serve both residents and employees. The fine grain grid network of streets will provide bicycle, pedestrian and transit friendly connections to the GO station, the future Yonge subway and the mobility hub in the Richmond Hill portion of the Urban Growth Centre. A linear concourse is proposed under Highway 407 to connect Langstaff and Richmond Hill, adjacent to the CN rail line, integrating the proposed subway, the proposed 407 Transitway, GO Transit, and the VIVA and YRT bus network.

PROPOSAL

The proposed Official Plan amendment and new Secondary Plan are based on the Land Use & Built Form Master Plan, dated October 2009, and associated background studies (transportation and servicing). The proposed Official Plan and Secondary Plan amendments provide for a wide variety of commercial, cultural, employment, institutional, recreational, and residential activities in a compact transit dependant community, with an ultimate population of up to 32,000 residents and approximately 15,000 jobs.

The proposal contemplates and allows for a variety of densities and uses connected to a central green spine that links existing open spaces (Pomona Mills Creek to the Langstaff Woodlot), transit, retail, employment, civic and residential uses. Residential land uses will make up the majority of the site. A number of housing options are proposed, from high density point towers to mid-rise, mix-use buildings to townhomes, to accommodate a diverse mix of household sizes and lifestyles.

The proposed amendments will provide for the land use, built form and transportation...  
The proposed amendments will provide for the land use, built form and transportation...  
The proposed amendments will provide for the land use, built form and transportation...

Each phase will include requirements to provide space for community facilities, employment, retail, services, and infrastructure including roads, transit and water and sanitary services to ensure that the elements to create a complete community are included at every stage of development.

This proposal will also include a technical amendment to the Thornhill Secondary Plan to remove the Langstaff Gateway Planning District from the Thornhill Secondary Plan Planning Area.

#### PURPOSE AND EFFECT OF THE PROPOSED AMENDMENT

The proposed Official Plan amendment and new Secondary Plan provide for a compact, complete, integrated, sustainable, vibrant and well designed high density urban centre with a variety of housing options, employment, cultural/community facilities and connections to higher order transit.

#### NOTE REGARDING THE AMENDMENT

- i) If a person or public body does not make oral submissions at a public meeting or make written submissions to the Town of Markham before the proposed official plan amendment is adopted, the person or public body is not entitled to appeal the decision of the approval authority (York Region) to the Ontario Municipal Board.
- ii) If a person or public body does not make oral submissions at a public meeting or make written submission to the Town of Markham before the proposed official plan amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there are reasonable grounds to add a person to public body as a party.
- iii) If you wish to be notified of the adoption of the proposed official plan amendment, or of the refusal of a request to amend the official plan, you must make a written request to the Clerk's Department at the address noted above or by email to [judyca@roll@markham.ca](mailto:judyca@roll@markham.ca)
- iv) If you wish to be notified of the decision of the Town of Markham in respect of the proposed plan of subdivision or of the adoption of the proposed official plan amendment, or of the refusal of a request to amend the official plan, you must make a written request to the Clerk's Department at the address noted above or by email to [judyca@roll@markham.ca](mailto:judyca@roll@markham.ca)

#### ADDITIONAL INFORMATION

A copy of the proposed Official Plan Amendment will be available for public viewing on February 11, 2010 at the Development Services Counter of the Town Municipal Offices between the hours of 8:30 a.m. and 4:30 p.m.

Additional information is available from Dave Miller, Senior Project Co-ordinator of the Town's Planning Department, tel. (905) 477-7000, extension 4960 quoting file number SD-03-116189.

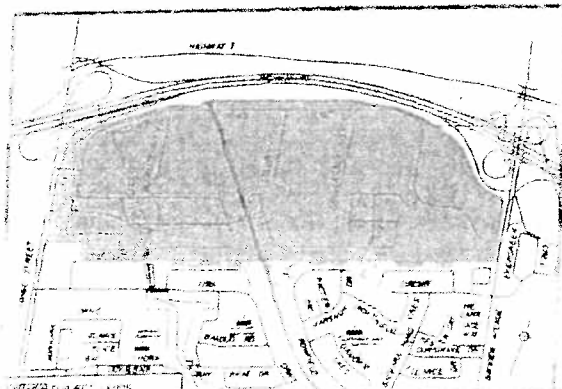
Written submissions may be mailed or personally delivered to the Clerk's Department at the address noted above or by e-mail to [judyca@roll@markham.ca](mailto:judyca@roll@markham.ca) by not later than 4:30 p.m. February 26, 2010.

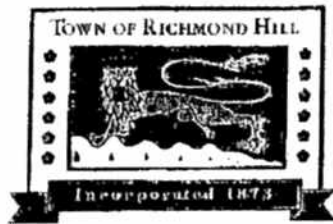
Personal information collected in response to this planning notice will be used to assist Town staff and Council to process this application and will be made public.

DATED February 10, 2010

Jim Bard, MCIP, RPP  
Commissioner of Development Services

John Webster  
Chair  
Development Services Committee





## Town of Richmond Hill

P.O. Box 300  
225 East Beaver Creek Road  
Richmond Hill, Ontario  
Canada L4C 4Y3  
905-771-8800  
www.richmondhill.ca

December 10, 2009

Jim Baird, MCIP, RPP  
Commissioner of Development Services  
Town of Markham  
101 Town Centre Boulevard,  
Markham, ON L3R 9W3

**Re: Langstaff Built Form Master Plan – Final Report  
Town of Richmond Hill Staff Comments**

---

Dear Mr. Baird,

Thank you for the opportunity to provide comments on the Langstaff Land Use & Built Form Master Plan Report (October 2009), prepared by Calthorpe Associates and circulated on November 16, 2009.

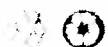
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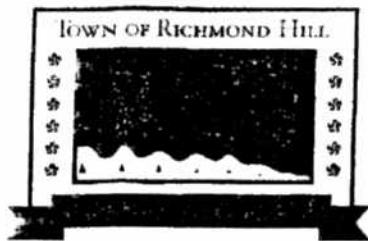
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Richmond Hill staff has had an opportunity to review the draft Langstaff Land Use & Built Form Master Plan. We note that many of our comments and concerns remain the same as those stated in our letter dated March 6, 2009.

### Proposed Height and Density

- We are concerned about the density proposed in the Langstaff Plan and the impact of that potential density and traffic on Richmond Hill. At a regional level, the proposed density for the Langstaff site is disproportionate considering the limited connectivity of the site and the lack of direct higher order transit access, primarily to the eastern half of Langstaff. We are aware that the density provisions identified in the Growth Plan (200 pj/ha) and the RTP (400pj/ha) are minimum targets to be achieved across the entire UGC, however the density proposed in the Land Use & Built Form Master Plan for Langstaff is estimated at 881 persons and jobs per hectare, a figure that is well in excess of what is contemplated by the Provincial target.
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## Town of Richmond Hill

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225 East Beaver Creek Road  
Richmond Hill, Ontario  
Canada L4C 4Y5  
(905) 771-8800  
[www.richmondhill.ca](http://www.richmondhill.ca)

### PLANNING AND DEVELOPMENT DEPARTMENT

---

February 26, 2010

Development Services Committee  
c/o Clerks Department  
Town of Markham  
Anthony Roman Centre  
101 Town Centre Boulevard  
Markham, ON L3R 9W3

**Attention: John Webster, Chair and Members of the Development Services Committee**

Dear Mr. Webster,

**Re: Comments on the Markham Langstaff Master Plan and Proposed Official Plan Amendment and Secondary Plan for the Langstaff Area**

Richmond Hill Staff have previously provided comments on the Langstaff Master Plan expressing a number of continuing concerns with the proposed plan including the level of density, traffic and phasing plan for the area. A copy of our most recent letter dated December 10, 2009 is attached. There is an extensive coordination process still underway involving staff from York Region, Markham, Vaughan and Richmond Hill in the planning for an integrated Urban Growth Centre (UGC). That work has identified the need for significant additional studies including a Centre-Wide Transportation Study to be undertaken by York Region. Regional Planning Staff have also advised both Richmond Hill and Markham that they intend to adopt a Regional Official Plan Amendment in 2010 to provide direction to local Secondary Plans such as Markham's Langstaff Plan.

A report on the Langstaff Secondary Plan will be considered by Richmond Hill Committee of the Whole on March 1, 2010. Recommendations from the Richmond Hill Committee will be subsequently forwarded to the Town of Markham in advance of your Development Services Committee meeting.

It is requested that the Clerk of the Town of Markham provide the undersigned with notification of your decision on this matter.

Sincerely,

Ana Bassios

Commissioner of Planning and Development

- c. Dave Barrow, Mayor and Members of Council  
Bryan Tuckey, Commissioner of Planning York Region  
Heather Konefat, Director of Community Planning, York Region  
Jim Baird, Commissioner of Planning and Development Services, Town of Markham  
Valerie Shuttleworth, Director of Planning and Urban Design, Town of Markham  
John Zupav, Commissioner of Planning, City of Vaughan  
Celia Bachall, Director of Policy Planning & Urban Design, City of Vaughan



400 metres to reach the mobility hub station. The proposed concourse should not be relied upon to justify the level of development proposed for that area of the Langstaff site, outside of an appropriate walking distance.

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#### Transit Facility and Location

- We agree with the comment on page 14 which states, *"Creating a single multi-modal transit facility will be key to getting the high mode split for transit that will be necessary to support an effective and environmentally sustainable Transit-Oriented Development."* For the mobility hub to operate efficiently and provide the most effective transit-user service possible, the hub should integrate all modes of transit into the mobility hub station. Densities within

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- On Page 71, there is an image which illustrates the various alignments of the Yonge Street Subway extension. Below the image is accompanying text which provides the following notation: *"proposed subway extension and rapid transit route alternatives"*. The alignment of the Yonge Street Subway extension within the Town of Richmond Hill has been finalized as Option "C" and was confirmed through the approval of the Environmental Assessment process by the Minister of the Environment on April 06, 2009 and supported by Markham Council on October 14, 2008. The placement of the Richmond Hill Centre transit terminal, demonstrated in the Richmond Hill Regional Centre Preferred Concept Report together with the proposed Longbridge subway station south of the 407, positions the Richmond Hill Centre mobility hub in a central and accessible location to serve the UGC as much as possible. Richmond Hill does not support any alternatives that would result in the relocation of the proposed mobility hub station which would detract from the critical mass of development potential around the anchor mobility hub. To avoid confusion, Town staff recommends that the alignment (Option "C") only be shown, and that any images from the approved EA be properly referenced.

#### Connectivity across the UGC

- On Page 72, in reference to the connections between the Richmond Hill and Markham portions of the UGC, the report states: *"These issues are complicated further by the presence of no less than 3 different municipalities within several hundred metres of the site. Differences of opinion have already surfaced, for instance, between the City of Richmond Hill and the Town of Markham as to how best to connect their respective developments to each other and to the planned regional transit infrastructure."* To be clear, Town of Richmond Hill staff support a connection between Langstaff and the Richmond Hill Regional Centre. Both Markham and Richmond Hill show the same potential connections between the two portions of the UGC. The Richmond Hill Preferred Concept Report recognizes a connection to the Langstaff site via the multi-use corridor which runs parallel to the CN Rail line as well as an extension of Red Cedar Avenue south of Highway 7 and 407. To ensure proper connectivity, connections between the two sides of the UGC should be practicable and feasible in order to ensure the most efficient transit-user convenience possible across the entire UGC. Further discussion is required on the operational, construction, maintenance and safety of the proposed pedestrian concourse as a connection to the mobility hub station in Richmond Hill.

#### Transportation Capacity and Modal Split

- The report proposes a greater than 60% non-auto modal split. This is an aggressive assumption, and while in principle we support a high transit modal share over the private automobile, we recognize that assumptions on travel behavior need to be practical and realistic. The practicality of achieving this modal share is questionable considering half of the

Langstaff site is beyond a 400 m walking distance from higher-order transit and the proposed mobility hub.

- The circulation of people and movement of goods within the Langstaff site is restricted by the lack of public roads connecting Langstaff to the existing street grid. Due to the constraints of Highway 407 to the north and the Holy Cross cemetery to the south, the Langstaff Plan relies on three mixed-traffic roads for access and egress in and out of the site. This is recognized in the Langstaff report which states that: *"issues related to infrastructure and circulation in the Langstaff project area are extremely complex and will certainly require much ongoing study in the years to come"* While the plan is clear in that it contemplates a large number of car-free households and a high level of transit dependability, the lack of ingress and egress opportunities matched with the planned number of people and jobs not only in Langstaff but also in Richmond Hill could lead to unacceptable traffic conditions throughout the entire UGC and pose significant constraints on the road network already in place, including the road network in Richmond Hill.
- It appears that one of the main components of the road network within the Langstaff site is the Red Cedar Avenue connection under Hwy 407 and Hwy 7 to High Tech Road. This four (4) lane street connection is to permit cycling, pedestrian, buses and vehicles. The Langstaff Plan shows this connection as being constructed as part of Phase 1. Further discussions are required between Richmond Hill and Markham on the timing of this road connection. Following the analysis of the transportation study being undertaken by York Region, Richmond Hill staff will need to seek direction from Richmond Hill Council in order to approve the Red Cedar Avenue connection prior to the connection being constructed, with an understanding of supporting traffic mitigation measures needed before this road connection is made.

### Triggers

- Overall, we are concerned that there is too much reliance on triggers to control the orderly development of the Langstaff lands. The phasing plan identified in the Langstaff report notes that approximately 5,000 units can proceed under Phase 1, prior to significant transit investments being in place. Almost two thirds of the total units occurring in this phase are within the eastern portion of the site near Bayview Avenue, which is not located within walking distance to any rapid or higher order transit service. The shared regional principles identify that the initial phases of development will include lands at and adjacent to the planned subway stations. While Page 174 notes that a transit shuttle circulator and a paved transit-only connection from Langstaff to the Richmond Hill transit station via the CNR underpass are required under Phase 1, we do not agree that these should be relied on for the proposed development density of the lands east of the CN Rail line as they are not directly served by rapid transit.

General Comments

- On Page 7, there is an out of date illustration of the Richmond Hill/Langstaff Gateway Urban Growth Centre boundary. This image does not reflect the UGC boundary which was approved by the Province; however the correct boundary is shown on page 70.

Thank you for this opportunity to provide comments on the Langstaff Land Use and Built Form Master Plan.

Yours truly,



Ana Bassios

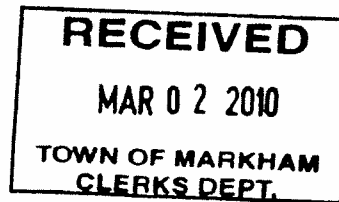
Commissioner of Planning and Development

cc: Dave Barrow, Mayor Town of Richmond Hill  
Godwin Chan, Ward 6 Councillor, Town of Richmond Hill  
Joan Anderton, Chief Administrative Officer  
Italo Brutto, Commissioner of Engineering and Public Works  
Patrick Lee, Director of Policy  
Kelvin Kwan, Director of Development

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Eugene Zawadowsky, Director of Engineering  
Paul Freeman, Manager of Policy  
Brian DeFreitas, Planner II  
Marcel Lanteigne, Manager of Transportation  
Paula Dill, Provincial Facilitator  
Bryan Tucky, Commissioner of Planning, York Region  
Heather Konefat, Director of Community Planning





Town of Richmond Hill

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(905) 771-8800  
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March 2, 2010

Kimberley Kitteringham, Town Clerk  
Markham Civic Centre  
101 Town Centre Boulevard,  
Markham, Ontario  
L3R 9W3

Dear Kimberley Kitteringham:

**Delivered**

**Re: Comments on the Markham Langstaff Master Plan and Proposed Official Plan Amendment and Secondary Plan for the Langstaff area in the Town of Markham - File No. D10-ST-RE - (SRPD.10.031)**

Richmond Hill Town Council, at its Committee of the Whole meeting on March 1, 2010 passed the following resolution contained in the staff report prepared by the Planning and Development Department entitled "Comments on the Markham Langstaff Master Plan and Proposed Official Plan Amendment and Secondary Plan for the Langstaff area in the Town of Markham":

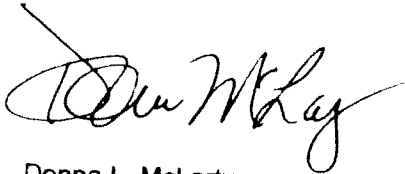
- a) That SRPD.10.031 regarding the Markham Langstaff Built Form Master Plan and the proposed Official Plan Amendment and Secondary Plan for the Langstaff area in the Town of Markham be received and endorsed;
- b) That the Town Clerk be directed to send a copy of SRPD.10.031 to the Clerk of the Town of Markham as a formal submission from the Town of Richmond Hill on the proposed Langstaff Official Plan Amendment and Secondary Plan;
- c) That the Town of Markham be requested to defer the approval of the proposed Official Plan Amendment and Secondary Plan for the Langstaff area in the Town of Markham on the basis that it is premature pending the Regional Official Plan Amendment for the Urban Growth Centre (UGC) and completion of the necessary studies being undertaken by York Region in collaboration with the Town of Richmond Hill, City of Vaughan and Town of Markham;
- d) That the Town of Richmond Hill request notification from the Town of Markham with respect to the decision by the Town of Markham regarding the proposed Langstaff Official Plan Amendment and proposed Secondary Plan.

In accordance with Council's directive, the Council resolution has been forwarded to your attention.

Kimberley Kitteringham  
Town Clerk  
March 2, 2010  
Page 2

If you require further information please contact Ana Bassios, Commissioner of Planning, at (905) 771-2417.

Sincerely,

A handwritten signature in black ink, appearing to read "Donna McLarty". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Donna L. McLarty  
Town Clerk

CC: A. Bassios, Commissioner of Planning  
K. Kwan, Director of Development Planning



TOWN OF RICHMOND HILL

Agenda Item 24

**COMMITTEE OF THE WHOLE**

March 01, 2010

SRPD.10.031

Planning and Development Department  
Planning

**SUBJECT: Comments on the Markham Langstaff Master Plan and Proposed Official Plan Amendment and Secondary Plan for the Langstaff area in the Town of Markham**  
**File No. D10-ST-RE**

**PURPOSE:**

The purpose of this staff report is to provide comments on the Markham Langstaff Master Plan and proposed Official Plan Amendment and new Secondary Plan for the Langstaff area in the Town of Markham.

**RECOMMENDATIONS:**

- a) That Staff Report SRPD.10.031 regarding the Markham Langstaff Built Form Master Plan and the proposed Official Plan Amendment and Secondary Plan for the Langstaff area of in the Town of Markham be received and endorsed;
- b) That the Town Clerk be directed to send a copy of SRPD.10.031 to the Clerk of the Town of Markham as a formal submission from the Town of Richmond Hill on the proposed Langstaff Official Plan Amendment and Secondary Plan;
- c) That the Town of Markham be requested to defer the approval of the proposed Official Plan Amendment and Secondary Plan for the Langstaff area in the Town of Markham on the basis that it is premature pending the Regional Official Plan Amendment for the Urban Growth Centre (UGC) and completion of the necessary studies being undertaken by York Region in collaboration with the Town of Richmond Hill, City of Vaughan and Town of Markham; and,
- d) That the Town of Richmond Hill request notification from the Town of Markham with respect to the decision by the Town of Markham regarding of the proposed Langstaff Official Plan Amendment and proposed Secondary Plan.

Submitted by:

Ana Bassios

Commissioner of Planning and Development

Approved by:

M. Joan Anderton

Chief Administrative Officer

## **BACKGROUND**

In May of 2008, the Town of Markham initiated the Langstaff Gateway Land Use and Built Form Master Plan. The Langstaff site is located by the Town of Markham, south of Highways 7 and 407, and is bounded by Langstaff Road to the north, the Holy Cross Cemetery to the south, Bayview Avenue to the east and Yonge Street to the west. The site forms part of the Richmond Hill/Langstaff Gateway Urban Growth Centre identified under the Province of Ontario's *Growth Plan* and is one of four Regional Centres designated in York Region. Lands south of Highway 407 north of Langstaff Road are within the jurisdiction of the Town of Richmond Hill but are being considered with the planning of the Markham Langstaff lands. The Langstaff site has a total gross land area of approximately 47 hectares (116 acres).

The Langstaff Gateway Land Use and Built Form Master Plan was led and completed by Calthorpe Associates along with support from consultants Ferris and Associates, IBI and MMM Group. The Plan was endorsed in principle by Markham Council in December of 2009 and features a mix of retail, employment, residential, entertainment and civic uses tied together by a new street and open space network.

The Langstaff Secondary Plan proposes the following development yields as per the Langstaff Gateway Land Use and Built Form Master Plan October 2009 report. The development concept emerging from the study is attached as Appendix 'A' to this report.

|  |                                 |
|--|---------------------------------|
| <b>Site Area</b>                                     | <b>47ha (116 acres)</b>         |
| <b>Proposed Dwelling Units</b>                       | <b>15,000</b>                   |
| <b>Projected Population</b>                          | <b>32,000</b>                   |
| <b>Projected Number of Jobs</b>                      | <b>15,000</b>                   |
| <b>Total Number of Persons and Jobs</b>              | <b>47,000</b>                   |
| <b>Projected Density (People + Jobs per hectare)</b> | <b>881 people and jobs / ha</b> |

## **REGION OF YORK PLANNING COORDINATION FOR THE RICHMOND HILL/LANGSTAFF GATEWAY REGIONAL CENTRE AND PROVINCIAL URBAN GROWTH CENTRE**

On September 24, 2009 York Region Council approved from their Planning and Economic Development Committee recommending the Region's approach to a coordinated framework for the Richmond Hill/Langstaff Gateway Regional Centre and Urban Growth Centre (UGC). Work on the UGC is being coordinated by the Region of York as the approval authority in collaboration with staff from the Town of Richmond Hill, Town of Markham and City of Vaughan. As part of the coordinated effort, the Region has established the following to guide the development of the UGC as a cohesive and integrated Centre:

- A *Regional Secondary Plan* which defines the UGC as a *Regional Centre* and *Provincial Urban Growth Centre*. The list includes principles to guide development within the UGC.

important issues facing the UGC including: Land Use, Building Complete Communities, Integration, Physical Infrastructure, Implementation and Finance;

- Four working sub-groups comprised of Regional staff and specialized staff members from the area municipalities to work through issues, related options, long-term recommendations and details of planning policy as it relates to the following areas: Physical Infrastructure, Planning & Design, Community Facilities & Services and Financial Tools & Models; and
- A coordinated Regional Transportation Study/Master Plan for the UGC to assess traffic impacts and transportation requirements across the UGC.

The ongoing planning coordination for the UGC is being instructed by the shared principles attached as Appendix "B" to this report. Richmond Hill, Vaughan and Markham staff continue to participate in the Region's coordinated planning effort.

### **CHRONOLOGY OF COMMENTS ON THE LANGSTAFF BUILT FORM MASTER PLAN**

Richmond Hill Staff forwarded a letter to Town of Markham Staff on March 6, 2009 in response to a request for comments regarding the draft Langstaff Land Use and Built Form Master Plan and the development planned for the Langstaff area. The letter identified concerns related to the height and densities planned for the Langstaff site, concerns relating to connectivity, access, traffic, and balance of proposed land uses. The letter is attached to this staff report as Appendix 'C'.

On November 16, 2009 the Town received notification on the Langstaff Land Use and Built Form Master Plan final report, prepared by Calthorpe Associates. A response letter to Markham Staff was sent by Richmond Hill on December 10, 2009 outlining concerns with the proposed development. Many of the concerns identified in the March 06, 2009 letter were carried forward in the December 10, 2009 letter as many of the initial concerns raised by Richmond Hill Staff remained the same. The December 10, 2009 letter sent to Markham staff is attached to this staff report as Appendix 'D'.

### **PROPOSED NEW OPA AND SECONDARY PLAN FOR THE LANGSTAFF AREA**

The Town of Markham has scheduled a statutory public meeting under the *Planning Act* to consider a Town initiated Amendment to the Markham Official Plan and new Secondary Plan for the Langstaff area of Thornhill. The public meeting is scheduled to take place on Tuesday March 02, 2010 at 7:00 p.m. at the Town of Markham Municipal Offices. The Town of Richmond Hill received notification on February 11, 2010. A copy of the notice is attached as Appendix 'E' to this report.

## REQUIRED REGIONAL STUDIES TO SUPPORT THE UGC

The shared principles established by York Region in partnership with Markham, Vaughan and Richmond staff along with the ongoing collaborative work of the sub-working groups has identified the need for additional studies and critical actions to be undertaken for the UGC to achieve a complete, integrated, diverse and vibrant UGC that is well served by rapid transit. York Region Staff is in the process of coordinating an Urban Growth Centre-Wide Transportation Study for the UGC in partnership with the Town of Markham, City of Vaughan and Richmond Hill that will study the full transportation requirements needed for the UGC to meet the needs of the growth centre in the context of a larger Regional setting. It is the intent of this study to create a Transportation Network Plan and investigate a comprehensive transportation infrastructure phasing plan. The Transportation Study will be based on the planning and urban design studies that have been completed by Richmond Hill and Markham for the Urban Growth Centre.

The terms of reference for the Centre-wide Transportation Study focuses on:

- Developing a Network Plan that will accommodate and support the planned land use in the UGC;
- Preparing a Transportation Demand Management (TDM) Plan that includes infrastructure, policies and programs to reduce auto travel and promote transit;
- Preparing a Parking Strategy to reduce surface parking and establish parking standards across the UGC;
- Preparing an Infrastructure Phasing Plan that is performance-based which will establish policies to accommodate phasing of development;
- Undertaking traffic network analysis and optimization including a Congestion Management Plan; and,
- Preparing a Funding Strategy and Implementation Strategy.

Other critical actions and/or required studies include:

- A Comprehensive Fiscal Analysis;
- A Community Facilities and Services Inventory;
- Regional Official Plan Amendment (ROPA) to provide direction to emerging Secondary Plans; and,
- Provincial Engagement

The completion of these items through the collaboration and ongoing work of the inter-municipal sub-groups through York Region's coordination will help to inform and establish policies for the future Secondary Plans for the Richmond Hill Regional Centre and Langstaff portions of the UGC. Richmond Hill staff are of the opinion that the required studies that have emerged through the UGC working group are critical to the success of the UGC and need to be completed before a Secondary Plan is adopted by other municipalities since a number of development and transportation issues will

Further, York Region Council recently adopted the new York Region Official Plan (ROP) on December 16, 2009. While the new ROP has policies dealing with the Urban Growth Centre, Regional Staff have indicated in correspondence to Richmond Hill and Markham that they intend to adopt a Regional Official Plan Amendment in 2010 to provide direction to local Secondary Plans such as Markham's Langstaff Plan. Accordingly, based on the collaboration among the municipalities, Richmond Hill Staff are of the opinion that this policy direction should be completed prior to the approval of the Langstaff Secondary Plan. It is Richmond Hill Staff's intention to bring forward a Secondary Plan for the Richmond Hill Centre, based on the Richmond Hill Regional Centre Study endorsed by Council, subsequent to the Completion of the Town's Official Plan and the necessary studies being completed by York Region.

At this time, detailed Secondary Plan policies established by the local area municipalities should be considered premature pending the Regional Official Plan Amendment for the UGC and completion of the necessary studies that are being coordinated and implemented by York Region in collaboration with both the Town of Richmond Hill and Town of Markham.

#### **COMMENTS ON THE PROPOSED SECONDARY PLAN AND AMENDMENTS TO THE TOWN OF MARKHAM OFFICIAL PLAN**

Town Staff has had an opportunity to review the proposed Official Plan Amendment and Secondary Plan for the Langstaff area and note that many of the comments and concerns provided previously in the letters to Markham Planning Staff dated March 6, 2009 and December 10, 2009 respectively remain unresolved. Specifically, staff continues to have concerns with the following:

##### **Proposed Height and Density**

- Town staff are concerned about the density proposed in the Langstaff Plan and the impact of that potential density and traffic on Richmond Hill. At a regional level, the proposed density for the Langstaff site is disproportionate considering the limited connectivity of the site and the lack of direct higher order transit access primarily to the eastern half of the Langstaff area. It is understood that the density provisions identified in the Growth Plan (200 people and jobs/ha) and the Regional Transportation Plan (RTP) (400 people and jobs/ha) are minimum targets to be achieved across the entire UGC. However the density proposed for Langstaff is estimated to be 881 persons and jobs per hectare, a figure that is more than double what is contemplated by the Growth Plan and Metrolinx density targets.
- Approximately half of the Langstaff site is not within walking distance to higher-order transit, particularly the area east of the CN Rail line, but is supported with a connection via a pedestrian concourse into Richmond Hill. In this regard, Richmond Hill staff suggest that a walking distance measured from the entrance to the proposed concourse is not appropriate as transit users would be required to walk an additional 400 metres to reach the planned mobility hub station located in Richmond Hill. The proposed concourse should not be relied upon to justify the level of development proposed for that area of the Langstaff site, outside of an appropriate walking distance from the actual rapid transit station.

- The Langstaff Plan's greatest allocation of density appears to be around the CN Rail corridor. This density allocation appears contrary to the principles established by the Region that call for concentrating densities at the planned higher order transit facilities and decreasing with distance from those facilities. To conform to these principles, the density shown adjacent to the CN Rail corridor is more appropriate closer to Yonge Street in proximity to the Longbridge subway station area. On this point, Richmond Hill Staff suggest that the Langstaff Plan does not meet the Region's agreed upon principles.

### **Balance of Proposed Land Uses**

- Richmond Hill Staff suggest the Langstaff site contribute more to achieve a long-term 1:1 ratio of people and jobs per hectare consistent with the Growth Plan and the York Region Official Plan so that it along with the Richmond Hill Centre can provide a more even balance of jobs and residents contributing to the overall development of the UGC as a healthy, vibrant complete community.

### **Transit Facility and Location**

- Creating a single multi-modal transit facility will be key to achieving the high modal split envisioned for transit and the Transit-Oriented Development needed to support the UGC as an Anchor Mobility hub. For the mobility hub to operate efficiently and provide the most effective transit-user service possible, the hub should integrate all modes of transit into the mobility hub transit station.
- The alignment of the Yonge Street Subway extension within the Town of Richmond Hill as Option "C" and was confirmed through the approval of the Environmental Assessment process by the Minister of the Environment on April 06, 2009 and supported by Markham Council on October 14, 2008. The placement of the Richmond Hill Centre transit terminal, demonstrated in the Richmond Hill Regional Final Recommendations Report, positions the Richmond Hill Centre mobility hub station in a central and accessible location to serve the UGC as much as possible. Richmond Hill Staff do not support any alternatives that would result in the relocation of the proposed mobility hub station which would detract from the critical mass of development potential around the anchor mobility hub station.

### **Connectivity across the UGC**

- Richmond Hill Staff support connections between Langstaff and the Richmond Hill Regional Centre. Both Markham and Richmond Hill show the same potential connections between the two portions of the UGC in their respective land use studies. The development concept for the Richmond Hill Regional Centre recognizes a connection to the Langstaff site via the multi-use corridor which runs parallel to the CN Rail line as well as an extension of Red Cedar Avenue south of Highway 7 and 407. To ensure proper connectivity, connections between the two sides of the UGC should be practicable and feasible in order to ensure the most efficient transit-user convenience possible across the entire UGC. Further discussion is required on the operational, construction, maintenance and safety of the proposed pedestrian concourse as a connection to the mobility hub station in Richmond Hill.



### **Transportation Capacity and Modal Split**

- A 60% non-auto modal split is envisioned for Langstaff. This is an aggressive assumption, and while in principle Richmond Hill Staff support a high transit modal share over the private automobile, it is recognized that assumptions on travel behavior need to be practical and realistic. The practicality of achieving this modal share is questionable considering half of the Langstaff site is beyond a 400 metre walking distance from higher-order transit and the proposed mobility hub.
- The circulation of people and movement of goods within the Langstaff site is restricted by the lack of public roads connecting Langstaff to the existing street grid. Due to the constraints of Highway 407 to the north and the Holy Cross cemetery to the south, the Langstaff Plan relies on three mixed-traffic roads for ingress and egress in and out of the site. This is recognized in the Langstaff report which states that: "issues related to infrastructure and circulation in the Langstaff project area are extremely complex and will certainly require much ongoing study in the years to come". While the plan is clear in that it contemplates a large number of car-free households and a high level of transit dependability, the lack of ingress and egress opportunities matched with the planned population and employment not only in Langstaff but also in Richmond Hill could lead to unacceptable traffic conditions throughout the entire UGC and pose significant constraints on the road network already in place, including the road network in Richmond Hill.
- A main component of the road network within the Langstaff area is the proposed Red Cedar Avenue connection under Hwy 407 and Hwy 7 to High Tech Road. This four (4) lane street connection is intended to permit cycling, pedestrian, buses and vehicles. The Langstaff Plan shows this connection as being constructed as part of Phase 1. Further discussions are required between Richmond Hill and Markham on the timing of this road connection. Following the analysis of the transportation study being undertaken by York Region, Richmond Hill Council approval will be needed to approve the Red Cedar Avenue connection prior to the connection being constructed, with an understanding of supporting traffic mitigation measures needed before this road connection is made.

### **Phasing and Triggers**

- The Secondary Plan relies on phasing and triggers to control the orderly development of the Langstaff lands. The Secondary Plan provides that approximately 5,000 units can proceed under Phase 1, prior to significant transit investments being in place. Almost two thirds of the total units occurring in this phase are within the eastern portion of the site near Bayview Avenue, which is not located within walking distance to any rapid or higher order transit service. In contrast, the shared regional principles identify that the initial phases of development will include lands at and adjacent to the planned subway stations.
- Although the draft Secondary Plan provides a Schedule that shows 3 major phases of development that may occur generally in relation to the provision of major infrastructure, the Plan anticipates the future development of a "Langstaff Gateway Development Phasing Plan". This Phasing Plan (unlike the Secondary Plan) would be a non-statutory document that would be endorsed by Council and be amended by Council without an amendment to the Secondary Plan or other broader public process. Richmond Hill staff are concerned that terms, conditions and requirements for phasing could be amended without the consultation and input from affected stakeholders.

- The Secondary Plan notes that implementation of the phasing will be accomplished through the use of holding provisions in the Zoning By-law. No detail is provided as to how much of the Secondary Plan lands may be zoned at a given point in time. Accordingly, large areas could have the holding provision removed with little input from third parties. Greater certainty regarding the application of zoning would ensure that lands are not made available for development in advance of infrastructure requirements.

#### **FINANCIAL/STAFFING/OTHER IMPLICATIONS:**

This staff report was produced in-house. The recommendation does not have any financial or staffing implications.

#### **RELATIONSHIP TO THE STRATEGIC PLAN:**

There are no direct implications with respect to the Strategic Plan.

#### **CONCLUSION:**

The purpose of this staff report is to provide comments on the proposed Official Plan Amendment and Secondary Plan for the Langstaff area in the Town of Markham. Richmond Hill Staff have and continue to express a number of concerns with the proposed plan. There is an extensive coordination process underway involving staff from York Region, Markham, Vaughan and Richmond Hill in the planning for an integrated Urban Growth Centre. That work has identified the need for some significant additional studies and critical actions that are necessary prior to the adoption of detailed Secondary Plans. The completion of the emerging Regional policy direction and Centre-Wide Transportation Study is critical to addressing all outstanding issues and understanding the necessary infrastructure phasing making approval of Markham's Langstaff Secondary Plan premature.

It is recommended that Staff Report SRPD.10.031 concerning the Langstaff Secondary Plan be received and endorsed by Council and that the Town of Markham be requested to defer approval of the proposed Official Plan Amendment and Secondary Plan for the Langstaff area of Markham on the basis that it is premature pending the completion of the necessary studies being completed by York Region in coordination with the Town of Richmond Hill, City of Vaughan and Town of Markham.

**APPENDIX CONTENTS**

**APPENDIX "A" – Langstaff Development Concept (Langstaff Built Form Master Plan  
October 2009)**

**APPENDIX "B" – Richmond Hill/Langstaff Urban Growth Centre – Planning Coordination  
(Shared Principles)**

**APPENDIX "C" – March 06, 2009 Letter to Town of Markham Staff RE: Comments on the  
Langstaff Built Form Master Plan**

**APPENDIX "D" – December 10, 2009 Letter to Town of Markham Staff RE: Comments  
on the Langstaff Built Form Master Plan**

**APPENDIX "E" – Notice of Public Meeting Langstaff Gateway**

# LAND USE & BUILT FORM MASTER PLAN

Appendix 'A'  
SRPD 10-031  
File(s) 110-5T-RC



The Langstaff Land Use and Built Form Master Plan (above) is a true mixed-use plan that focuses density, office and retail at the two transit nodes that access the subway and rail stations.

## MASTER PLAN

## Richmond Hill/Langstaff Urban Growth Centre – Planning Coordination

### Goal Statement:

To achieve a complete, diverse, compact, vibrant, integrated, sustainable and well-designed Centre, to serve as a focal point in the Region for housing, employment, cultural/community facilities, and transit connections.

### Shared Principles:

#### 1.0 Land Use and Urban Design

- 1.1 Planning will be comprehensive and achieve the implementation of a cohesive, **integrated and complete** community
- 1.2 The **initial phases of development** will include lands at and adjacent to the planned subway stations
- 1.3 Development densities will be concentrated at the planned **higher order transit facilities**, achieve a minimum of **3.5 Floor Space Index (FSI)**, and **decrease with distance** from the those facilities
- 1.4 A diverse mix of uses will be accommodated to create complete and active **precincts or neighbourhoods** within the Regional Centre, which will include the assignment of supportive resident-to-employee ratios
- 1.5 **Built form and design** will set a high standard, and contribute to a sense-of-place and **community identity** for each precinct or neighbourhood, and for the Regional Centre as a whole
- 1.6 Implementation tools, including the use of Section 37 of the Planning Act, will be incorporated into the respective secondary plans to achieve bona fide **community benefits**, which shall be described in the plans, that serve the residents and businesses of the Regional Centre

#### 2.0 Building Complete Communities

- 2.1 Neighbourhoods or precincts will be **complete and self-sufficient** communities within an integrated Regional Centre, to the **extent possible** and recognizing **physical constraints**
- 2.2 Land uses will provide **live-work-shop-play** opportunities for all residents within the Regional Centre, taking into account a **wide range of income levels** and demographics
- 2.3 The Regional Centre will be a complete community with on-site community **facilities and essential services**, including emergency medical services (EMS), fire, police, schools, libraries, arenas, playgrounds and others

### Building Complete Communities (cont.)

- 2.4 Community facilities including squares, parks, natural recreation areas, and pedestrian and cycling paths, will be **integrated** into the community and contribute to a **sense of place** for residents and employees within Centre
- 2.5 Facilities and services will **coincide with each phase** of development, and will be provided through the development approvals process, including the application of **Section 37 of the Planning Act**
- 2.6 Access to the facilities and services by area residents and employees will be convenient, safe, and available through a **short walk or cycling trip**
- 2.7 Amenity space, including parks and active recreation areas, will be **accessible to the public**, as opposed to being enclosed within privately owned buildings

### 3.0 Community Integration

- 3.1 **Connectivity** and integration across the Centre will be **optimized**, working to manage potential constraints posed by physical barriers and multi municipal jurisdictions
- 3.2 **Coordinate**, through agreements and related tools, the **operations of** and **funding** for community services (e.g. libraries, recreation programs, etc.) and infrastructure (e.g. street grid, sidewalks, etc.) across the Regional Centre
- 3.3 Ongoing **liaison** between among the Region, Markham, Richmond Hill and Vaughan to **enhance community integration** and planning, leading up to and following the finalization and approvals of the secondary plans, and continue to the development approvals and implementation stages (e.g. formal **municipal working group** or **planning advisory group**)

### 4.0 Physical Infrastructure

- 4.1 The provincially-designated **Mobility Hub** is the central and most important destination, origin and transfer point for transit trips within the Centre, and has a **Region-wide significance**. Development will therefore serve to enhance access to and support the **efficient functioning** of this facility
- 4.2 Development and related phases will proceed on the basis of **transit-priority** and non-auto travel modes such as **walking** and **cycling**, and the demonstration of sufficient transportation capacity to, from and within the Regional Centre
- 4.3 A **transportation study/master plan** will include a comprehensive review of wide-area (e.g. including lands north to 16th Avenue) transportation facilities, and include current conditions, identify short, medium and long-term transportation improvements, related development thresholds, and triggers

### Physical Infrastructure (cont.)

- 4.4 **Transportation capacity** will be assessed on the basis of **congestion management**
- 4.5 A comprehensive and integrated **mobility plan** and strategy – addressing all modes of transportation with an emphasis on **non-auto modes** – will be prepared by the applicants as a condition of development approvals, consistent with the findings of the wide-area transportation study/master plan
- 4.6 A **fine-grained street grid** network will be planned and implemented through the development approvals and phasing process, including the identification of additional road, pedestrian, cycling and transit linkages
- 4.7 **Transportation Demand Management (TDM)** measures, including ride-sharing programs for residents/employees and transit pass incentives, will be required by the municipalities as a condition of development approvals for each phase
- 4.8 **Parking supply and design** will reflect and support the transit-priority of the Regional Centre, and shall include parking management approaches that include the establishment of consistent and low maximum parking standards, and on-street parking in appropriate areas
- 4.9 Development **triggers** (e.g. opening of subway, TDM measures, etc.) for each phase of development will include **performance-based standards** that are tied to mode shares for transit and other non-auto modes
- 4.10 **Transportation capacity**, including transit mode shares and non-auto measures, will be monitored for and throughout each phase of development
- 4.11 **Traffic congestion** will be managed throughout the build-out of the Regional Centre in a manner that supports transit, walking and cycling as the primary travel modes, and that takes advantage of state-of-the-art technologies
- 4.12 The “**walk-to**” **catchment areas** for the transit stations will be not be uniform, and will be based on pedestrian and cycling connectivity and associated travel times, generally based on a maximum 15-20 minute walk for the majority of people

### 5.0 Implementation of Community and Servicing Requirements

- 5.1 The Regional Centre will integrate complete and self-sufficient neighbourhoods or precincts, that have **on-site community facilities** and essential services, including emergency medical services (EMS), fire, police, schools, libraries, arenas, playgrounds and others
- 5.2 Facilities and services will **coincide with each phase** of development, and will be provided through the development approvals process, based on an inventory of community needs in the short, medium and long term.

## Implementation of Community and Servicing Requirements (cont.)

- 5.3 **Phasing plans** will be developed, which will prescribe the phasing and staging at the **precinct or neighbourhood level**, to ensure the **orderly, sequential** and **integrated** implementation of secondary plans
- 5.4 **Community services and facilities** (e.g. EMS stations, libraries, etc.) will be **integrated** into development sites, projects and buildings within each phase of development. This includes the implementation of shared facilities and related programs among service providers (e.g. school boards) and through developer-municipal agreements
- 5.5 **Phasing and staging** of development within each precinct or neighbourhood will be tied to **triggers related to infrastructure capacity**, including community and social services and facilities, transportation, on-site energy generation (e.g. district energy), and water and waste water
- 5.6 **Equitable distribution** of, and financial contributions to, community facilities and services (e.g. parks, libraries etc.) across the Regional Centre
- 5.7 **Natural features** (e.g. streams, woodlots, etc.), related **linkages**, and **stormwater management** will be planned for and implemented in a comprehensive manner across the Regional Centre

## 6.0 Financial Principles

- 6.1 A **comprehensive fiscal analysis**, funded by development, will be undertaken collaboratively by the municipalities as a condition of phase 1 development approvals, and subsequent phases, to determine the costs of common infrastructure required to service the Centre over the short, medium and long-term.
- 6.2 The **costs of required infrastructure and services**, as determined by the municipalities to support each development phase, will be **borne by the developers**
- 6.3 Development **charges**, and other development and planning approval-related **fees**, will be **consistent across the Regional Centre** and will be based on the principle of **cost-recovery**
- 6.4 Park land dedication and parking **standards**, including cash in-lieu provisions, will be uniform across the Centre to ensure a **level playing field** in the development application and approvals process
- 6.5 The use of **Section 37** of the Planning Act will be applied only to achieve those bona fide community benefits which would not be required as a condition of development approvals





|          |           |
|----------|-----------|
| Appendix | C         |
| SRPD     | 15.031    |
| File(s)  | 010-85-KE |

Town of Richmond Hill

100 Town Centre  
225 East Beaver Creek Road  
Richmond Hill, Ontario  
Canada L4B 1A7  
905-771-8500  
www.richmondhill.ca

Planning and Development Department

March 6, 2009

Mr. Jim Baird, Commissioner of Development Services  
Town of Markham  
Development Services Department  
101 Town Centre Boulevard  
Markham, ON L3R 9W3

Dear Jim:

**Re: Langstaff Master Plan Study  
Proposed Secondary Plan for the Langstaff Planning District**

This letter is in response to the request from Markham Planning staff for comments from abutting municipalities and review agencies with respect to the Langstaff Gateway Concept Plan prepared by Calthorpe Associates as provided to the Town via e-mail on February 24, 2009.

Firstly, I would like to record my disappointment with the overall process and lack of meaningful consultation with the Town as the neighbouring municipality concerning the Langstaff Gateway development proposal. While Calthorpe Associates has held a number of public meetings concerning their concept plan, there has been little or no attempt to resolve municipal issues between our two planning jurisdictions. I would have hoped that the concerns and questions raised below could have been resolved before now and that we could have worked in partnership towards the greater success of the whole Urban Growth Centre.

As you are aware, on February 11, 2009, Town of Richmond Hill staff requested a meeting with the Markham's Planning staff and representatives of Calthorpe Associates to seek clarification on the fundamental land use and design principles for the Langstaff Gateway Concept Plan and to provide Markham staff with an overview of the recently commenced Richmond Hill Regional Centre Land Use and Urban Design Study. As an abutting municipality, the Town of Richmond Hill has a direct interest in the overall vision, proposed land use, transportation planning, servicing, urban design and other aspects of the Langstaff Gateway Concept Plan. As a follow up to the February 11, 2009 meeting and Markham's request for comments on the Langstaff proposal, staff has the following comments:

#### Proposed Density

While it is accepted that the minimum Growth Plan density requirements for 200 people and jobs per hectare in the Richmond Hill/Langstaff UGC are intended to be a minimum target, the approach taken by Calthorpe Associates in planning for a density of 600 persons and jobs per hectare within the Langstaff portion of the UGC is questionable. This is illustrated by the fact that the lands west of the CNR lie outside of an acceptable 800 metre (10 minute) walking distance of the planned transit stations.

The proposed density would be one of the highest densities in the UG. Instead of planning to a target growth number, the approach should be place-based towards the creation of a new community and to plan appropriately based on the context and planned function of the area. The proposed density would appear to be excessive given the distance much of the proposed development would be from the higher order transit.

### **Traffic/Modal Split**

In order to properly review the traffic impacts related to the Langstaff Gateway Concept Plan, the Town of Richmond Hill will require a traffic study that justifies the level of growth anticipated, the modal split assumptions, an analysis of the road network capacity and ability of the existing road network to accommodate the proposed road improvements given the existing traffic congestion, especially along Bayview Avenue north of Highway 7. The traffic study must identify mitigation measures that ensure that traffic does not infiltrate the residential neighbourhoods north of High Tech Road and the timing, cost and who will pay for any required road improvements. In addition to the preceding, the study must be based on appropriate phasing of the proposed development in relation to the implementation of transit.

It is questionable that the projected 60% modal split assumed by Calthorpe Associates can be achieved. Additionally, there is concern with the level of growth and the relationship to traffic impact on the road network, including the local road network north of Highway 7 in the Town of Richmond Hill. While the concept of higher density being established in the UGC is fundamentally understood and supported by the Town, an acceptable level of growth and realistic traffic assumptions needs to be planned. To this end, the Town of Richmond Hill requires a detailed traffic analysis that should be peer reviewed together with the projected traffic volume to be generated in the Richmond Hill portion of the UGC.

It should be noted that Richmond Hill's road network does not have the capacity to accommodate the preliminary traffic assignment for the development of the Langstaff lands and that priority must be given to the traffic generated by the development to be established in the Richmond Hill portion of the UGC.

### **Balance of Proposed Land Uses**

As you are aware, the Region of York Official Plan aims for a 1:1 ratio between population and employment in the Richmond Hill/Langstaff Urban Growth Centre. The lands on both sides of the 407 in the UGC already have a Regional and local context and future growth should be predicated on a balanced approach in order to ensure that one side is not predominantly employment and the other residential in nature. In addition to the balance of population and employment, there needs to be consideration of other factors such as the provision of community services in order to ensure the completeness of the proposed community.

### **Community Services**

From reviewing the proposed concept plan for the proposed Langstaff development, it is unclear what assumptions have been made for the provision of schools, parkland and amenities and where shared facilities may be required. The Town would request that additional information be provided to address concerns in this regard.

### **Role of the Richmond Hill Portion of the UGC**

A significant amount of development and redevelopment will occur within the Richmond Hill portion of the UGC despite the current use of some of the lands. The success of the Richmond Hill/Langstaff UGC will depend upon the success of the development immediately around the multi-modal transit facility. As such, the role of the Langstaff portion of the UGC in relation to the Richmond Hill portion of the UGC needs to be better clarified and understood, particularly around the multi-modal transit facility.

### **Transit Facility Location**

As per Town Council's direction, the Town fully supports the concept of establishing an integrated multi-modal transit facility within the Richmond Hill portion of the UGC based on Subway Alignment Option 'C'. The Town would not support any alternatives that would result in the relocation of the proposed terminal station further south which would detract from the critical mass of development potential around that station within the Richmond Hill portion of the UGC. Additionally, the Town does not support the location of the proposed 407 Transitway stations in the middle of Highway 407 as depicted on the concept plan for the Langstaff lands. In this regard, the 407 Transitway should be linked directly to the proposed multi-modal transit station within the Richmond Hill Centre lands, as planned by the Province.

### **Market Share**

The Langstaff Gateway Concept Plan as presently constituted does not address the need for a coordinated vision for the entire Richmond Hill/Langstaff UGC, including the lands north of Highway 407. In this regard, an important quality of a successful UGC is to have intense development in close proximity to the transit hub. If intense growth of high density development were to occur away from the transit nodes of the UGC, this may result in the dilution of the development potential where it is required.

Development within and outside of a 500 metre (5 minute) and 800 metre (10 minute) walking distance of public transit should be a realistic goal. It is evident that the lands in the eastern half of the Langstaff portion of the UGC extend beyond the 800 metre radius. As such, the amount of development contemplated in this area is questionable and therefore fewer people in this area will use transit in relation to the assumed modal split.

### **Phasing and Timing**

Appropriate policies will be required to phase the proposed development, parking, infrastructure and community services in relation to the provision of transit, notwithstanding the traffic impact concerns.

### **Role of Yonge Street**

It is recognized that Yonge Street is the regional focus of Richmond Hill/Langstaff UGC and that this area should be celebrated as such by Markham, Vaughan and Richmond Hill. The Langstaff concept plan is inwardly focused and more attention should be paid to Yonge Street recognizing that there is much more potential to do this north of Hwy 407 within the Richmond Hill portion of the UGC.

### Infrastructure

Information on detailed infrastructure has not been provided as part of the Langstaff proposal. Previously it was identified that facilities in Richmond Hill might be utilized. This has not been addressed and as such, additional information will be required before Town staff can provide any comments on this matter.

### Conclusion

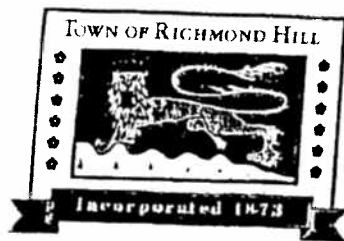
The preceding summarizes Town staff's comments concerning the Langstaff Gateway Concept Plan. Without question, the scale of the proposal is unprecedented and in consideration of the Town's preliminary comments, further and more detailed justification will be required for the Town of Richmond Hill to support such an ambitious proposal. Notwithstanding the preceding and as noted in previous discussions, Town of Richmond Hill staff are willing to work with Markham staff to better coordinate the vision for this area. Please contact me at 905-771-8910 or via e-mail at [abassios@richmondhill.ca](mailto:abassios@richmondhill.ca) should you wish to further discuss this matter.

Yours truly



Ana Bassios  
Commissioner of Planning and Development

- c: D. Barrow, Town of Richmond Hill Mayor  
J. Anderton, Chief Administrative Officer  
P. Lee, Director of Policy  
K. Kivan, Director of Development  
P. Freeman, Manager of Policy  
J. Leung, Manager of Urban Design  
G. Galanis, Manager of Development - Site Plans  
I. Brutto, Commissioner of Engineering and Public Works  
M. Lanteigne, Manager of Transportation, Traffic and Site Plans  
G. Flint, Development Coordinator  
D. Miller, Senior Project Coordinator  
B. Tuckey, Region of York Commissioner of Planning and Development



|          |           |
|----------|-----------|
| Appendix | D'        |
| SRPD     | 10 C31    |
| File(s)  | D10-ST-EC |

Town of Richmond Hill

P.O. Box 300  
225 East Beaver Creek Road  
Richmond Hill, Ontario  
Canada L4C 4Y5  
905-771-8800  
www.richmondhill.ca

December 10, 2009

Jim Baird, MCIP, RPP  
Commissioner of Development Services  
Town of Markham  
101 Town Centre Boulevard,  
Markham, ON L3R 9W3

Re: **Langstaff Built Form Master Plan – Final Report**  
**Town of Richmond Hill Staff Comments**

Dear Mr. Baird,

Thank you for the opportunity to provide comments on the Langstaff Land Use & Built Form Master Plan Report (October 2009), prepared by Calthorpe Associates and circulated on November 16, 2009.

We support the ongoing collaboration with the Town of Markham and York Region to appropriately plan for the future redevelopment of the Richmond Hill/Langstaff Gateway Urban Growth Centre, and look forward to continuing this collaboration as the Langstaff Land Use & Built Form Master Plan and Richmond Hill Centre Design and Land Use studies are completed.

Richmond Hill staff has had an opportunity to review the draft Langstaff Land Use & Built Form Master Plan. We note that many of our comments and concerns remain the same as those stated in our letter dated March 6, 2009.

#### Proposed Height and Density

- We are concerned about the density proposed in the Langstaff Plan and the impact of that potential density and traffic on Richmond Hill. At a regional level, the proposed density for the Langstaff site is disproportionate considering the limited connectivity of the site and the lack of direct higher order transit access, primarily to the eastern half of Langstaff. We are aware that the density provisions identified in the Growth Plan (200 pj/ha) and the RTP (400pj/ha) are minimum targets to be achieved across the entire UGC, however the density proposed in the Land Use & Built Form Master Plan for Langstaff is estimated at 881 persons and jobs per hectare, a figure that is well in excess of what is contemplated by the Provincial target.
- We note that more than half of the Langstaff site is not within walking distance to higher-order transit, particularly the area east of the CN Rail line, but is supported with a connection via a pedestrian concourse into Richmond Hill. We suggest that a concentric ring around the entrance to the proposed concourse is not an appropriate measure of walking distance to the mobility hub station of Richmond Hill.

400 metres to reach the mobility hub station. The proposed concourse should not be relied upon to justify the level of development proposed for that area of the Langstaff site, outside of an appropriate walking distance.

- There does not appear to be any detailed commentary on the proposed building heights in the Langstaff Plan except on page 111 in Table 5.05. The table shows high-rise residential buildings to have what appears to be a height equivalent of 15-50 stories, however it is unclear as to how this height range was established and why the eastern portion of the site adjacent to the woodlot proposes high density considering this portion of Langstaff is not within proximity to higher order transit. We also do not agree with the statement on Page 60, which states "*it is desirable to have a concentration of density near the Langstaff woodlot for 'eyes on the street' informal surveillance of this natural environment.*" Surveillance of the woodlot cannot be used as justification for higher densities on this eastern half of the Langstaff site. Experience would suggest exactly the opposite: that extraordinary concentrations of density have a severe detrimental impact on woodlots.
- The Langstaff Plan's greatest allocation of density appears to be around the CN Rail corridor. This density allocation also appears contrary to the principles established by the Region that call for concentrating densities at the planned higher order transit facilities and decreasing with distance from those facilities. To conform to these principles, the density shown adjacent to the CN Rail corridor is more appropriate closer to Yonge Street in proximity to the Longbridge subway station area.

#### **Balance of Proposed Land Uses**

- The report estimates that the Langstaff portion of the UGC will be comprised of 9,624 jobs and 31,790 persons by full build-out (pg. 33). As stated in our March 6, 2009 letter, we have concerns regarding the significant disparity in the total number of jobs relative to the total number of persons forecasted for the Langstaff portion of the UGC. Our understanding is that there is a proposed ratio of 0.30 jobs for every resident within Langstaff, however the report is not specifically clear on how it meets the Region of York Official Plan target of a 1:1 ratio of people and jobs. We suggest the Langstaff site contribute more to achieve a long-term 1:1 ratio of people and jobs per hectare consistent with the Growth Plan and the York Region Official Plan so that it along with the Richmond Hill Centre can provide a more even balance of jobs and residents and contribute to the overall development of the UGC as a healthy, vibrant complete community.

#### **Transit Facility and Location**

- We agree with the comment on page 14 which states, "*Creating a single multi-modal transit facility will be key to getting the high mode split for transit that will be necessary to support an effective and environmentally sustainable Transit-Oriented Development.*" For the mobility hub to operate efficiently and provide the most effective transit-user service possible, it must be located in a central, accessible location. Transit-oriented development should be concentrated around the mobility hub station to create a vibrant, walkable community.

proximity to the higher order transit station and mobility hub should be within an acceptable "walk to" catchment area, rather than relying on shuttle bus services.

- On Page 71, there is an image which illustrates the various alignments of the Yonge Street Subway extension. Below the image is accompanying text which provides the following notation: "*proposed subway extension and rapid transit route alternatives*". The alignment of the Yonge Street Subway extension within the Town of Richmond Hill has been finalized as Option "C" and was confirmed through the approval of the Environmental Assessment process by the Minister of the Environment on April 06, 2009 and supported by Markham Council on October 14, 2008. The placement of the Richmond Hill Centre transit terminal, demonstrated in the Richmond Hill Regional Centre Preferred Concept Report together with the proposed Longbridge subway station south of the 407, positions the Richmond Hill Centre mobility hub in a central and accessible location to serve the UGC as much as possible. Richmond Hill does not support any alternatives that would result in the relocation of the proposed mobility hub station which would detract from the critical mass of development potential around the anchor mobility hub. To avoid confusion, Town staff recommends that the alignment (Option "C") only be shown, and that any images from the approved EA be properly referenced.

#### Connectivity across the UGC

- On Page 72, in reference to the connections between the Richmond Hill and Markham portions of the UGC, the report states: "*These issues are complicated further by the presence of no less than 3 different municipalities within several hundred metres of the site. Differences of opinion have already surfaced, for instance, between the City of Richmond Hill and the Town of Markham as to how best to connect their respective developments to each other and to the planned regional transit infrastructure.*" To be clear, Town of Richmond Hill staff support a connection between Langstaff and the Richmond Hill Regional Centre. Both Markham and Richmond Hill show the same potential connections between the two portions of the UGC. The Richmond Hill Preferred Concept Report recognizes a connection to the Langstaff site via the multi-use corridor which runs parallel to the CN Rail line as well as an extension of Red Cedar Avenue south of Highway 7 and 407. To ensure proper connectivity, connections between the two sides of the UGC should be practicable and feasible in order to ensure the most efficient transit-user convenience possible across the entire UGC. Further discussion is required on the operational, construction, maintenance and safety of the proposed pedestrian concourse as a connection to the mobility hub station in Richmond Hill.

#### Transportation Capacity and Modal Split

- The report proposes a greater than 60% non-auto modal split. This is an aggressive assumption, and while in principle we support a high transit modal share over the private automobile, we recognize that assumptions on travel behavior need to be practical and realistic. The practicality of achieving the goal of a high modal share depends on the

Langstaff site is beyond a 400 m walking distance from higher-order transit and the proposed mobility hub.

- The circulation of people and movement of goods within the Langstaff site is restricted by the lack of public roads connecting Langstaff to the existing street grid. Due to the constraints of Highway 407 to the north and the Holy Cross cemetery to the south, the Langstaff Plan relies on three mixed-traffic roads for access and egress in and out of the site. This is recognized in the Langstaff report which states that: *"issues related to infrastructure and circulation in the Langstaff project area are extremely complex and will certainly require much ongoing study in the years to come"* While the plan is clear in that it contemplates a large number of car-free households and a high level of transit dependability, the lack of ingress and egress opportunities matched with the planned number of people and jobs not only in Langstaff but also in Richmond Hill could lead to unacceptable traffic conditions throughout the entire UGC and pose significant constraints on the road network already in place, including the road network in Richmond Hill.
- It appears that one of the main components of the road network within the Langstaff site is the Red Cedar Avenue connection under Hwy 407 and Hwy 7 to High Tech Road. This four (4) lane street connection is to permit cycling, pedestrian, buses and vehicles. The Langstaff Plan shows this connection as being constructed as part of Phase 1. Further discussions are required between Richmond Hill and Markham on the timing of this road connection. Following the analysis of the transportation study being undertaken by York Region, Richmond Hill staff will need to seek direction from Richmond Hill Council in order to approve the Red Cedar Avenue connection prior to the connection being constructed, with an understanding of supporting traffic mitigation measures needed before this road connection is made.

### Triggers

- Overall, we are concerned that there is too much reliance on triggers to control the orderly development of the Langstaff lands. The phasing plan identified in the Langstaff report notes that approximately 5,000 units can proceed under Phase 1, prior to significant transit investments being in place. Almost two thirds of the total units occurring in this phase are within the eastern portion of the site near Bayview Avenue, which is not located within walking distance to any rapid or higher order transit service. The shared regional principles identify that the initial phases of development will include lands at and adjacent to the planned subway stations. While Page 174 notes that a transit shuttle circulator and a paved transit-only connection from Langstaff to the Richmond Hill transit station via the CNR underpass are required under Phase 1, we do not agree that these should be relied on for the proposed development density of the lands east of the CN Rail line as they are not directly served by rapid transit.



General Comments

- On Page 7, there is an out of date illustration of the Richmond Hill/Langstaff Gateway Urban Growth Centre boundary. This image does not reflect the UGC boundary which was approved by the Province; however the correct boundary is shown on page 70.

Thank you for this opportunity to provide comments on the Langstaff Land Use and Built Form Master Plan.

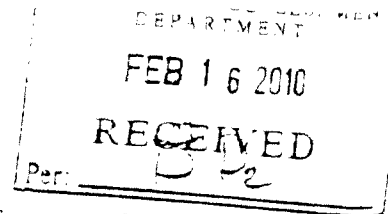
Yours truly,



Ana Bassios

Commissioner of Planning and Development

cc: Dave Barrow, Mayor Town of Richmond Hill  
Godwin Chan, Ward 6 Councillor, Town of Richmond Hill  
Joan Anderton, Chief Administrative Officer  
Italo Brutto, Commissioner of Engineering and Public Works  
Patrick Lee, Director of Policy  
Kelvin Kwan, Director of Development  
Eugene Zawadowsky, Director of Engineering  
Paul Freeman, Manager of Policy  
Brian DeFreitas, Planner II  
Marcel Lanteigne, Manager of Transportation  
Paula Dill, Provincial Facilitator  
Bryan Tucky, Commissioner of Planning, York Region  
Heather Konefat, Director of Community Planning



NOTICE OF MEETING

You are invited to attend a Public Meeting to be held by the Development Services Committee of the Town of Markham to consider a Town initiated Amendment to the Official Plan (Revised 1987), as amended and a new Secondary Plan for the Langstaff area of Thornhill. The approval authority for the proposed Official Plan amendment and the new Secondary Plan is the Region of York.

DATE: Tuesday March 2, 2010

TIME: 7:00 p.m.

PLACE: Council Chambers  
Anthony Roman Centre  
101 Town Centre Boulevard  
Markham, Ontario, L3R 9W3

BACKGROUND

The planning area (shown on the attached map) is bounded by Highway 407 and Langstaff Road, by the Holy Cross Cemetery, by Bayview Avenue, and by Yonge Street. The area is approximately 47 hectares (116 acres). The western portion is bisected by Pomona Mills Creek, a tributary of the East Branch of the Don River. The eastern portion contains a significant woodlot.

The Langstaff area forms the south part of the Richmond Hill/Langstaff Urban Growth Centre, as identified by the Province in its 2006 Growth Plan for the Greater Golden Horseshoe, and has been identified as part of a Regional Centre in the new Region of York Official Plan. The Richmond Hill/Langstaff Urban Growth Centre is comprised of two parts, one located in Markham and the other in Richmond Hill. The two parts are separated by Highways 7 and 407 and a major hydro corridor.

In May of 2008 the Town embarked on a process to create a new Master Plan for the Langstaff area, and in December 2009 the Langstaff Land Use & Built Form Master Plan, prepared by Calthorpe Associates and Ferris + Associates dated October 2009, was endorsed in principle by Markham Council as the basis for amendments to the Town's Official Plan and a new Secondary Plan for the Langstaff area of Thornhill.

The Master Plan contemplates a variety of densities and uses connected to a central green spine that links Pomona Mills Creek to the Langstaff Woodlot. The central spine main streets will be active locations supporting a mix of retail, service commercial and civic uses to serve both residents and employees. The fine grain grid network of streets will provide bicycle, pedestrian and transit friendly connections to the GO station, the future Yonge subway and the mobility hub in the Richmond Hill portion of the Urban Growth Centre. A linear concourse is proposed under Highway 407 to connect Langstaff and Richmond Hill, adjacent to the CN rail line, integrating the proposed subway, the proposed 407 Transitway, GO Transit, and the VIVA and YRT bus network.

PROPOSAL

The proposed Official Plan amendment and new Secondary Plan are based on the Land Use & Built Form Master Plan, dated October 2009, and associated background studies (transportation and servicing). The proposed Official Plan and Secondary Plan amendments provide for a wide variety of commercial, cultural, employment, institutional, recreational, and residential activities in a compact transit dependant community, with an ultimate population of up to 32,000 residents and approximately 15,000 jobs.

The proposal contemplates and allows for a variety of densities and uses connected to a central green spine that links existing open spaces (Pomona Mills Creek to the Langstaff Woodlot), transit, retail, employment, civic and residential uses. Residential land uses will make up the majority of the site. A number of housing options are proposed, from high density point towers to mid-rise, mix-use buildings to townhomes, to accommodate a diverse mix of household sizes and lifestyles.

These proposed amendments will provide for the land uses, built form, and servicing outlined in the Land Use & Built Form Master Plan, to be constructed in phases over a period of 10 to 15 years.

Each phase will include requirements to provide space for community facilities, employment, retail, services, and infrastructure including roads, transit and water and sanitary services to ensure that the elements to create a complete community are included at every stage of development.

This proposal will also include a technical amendment to the Thornhill Secondary Plan to remove the Langstaff Gateway Planning District from the Thornhill Secondary Plan Planning Area.

### **PURPOSE AND EFFECT OF THE PROPOSED AMENDMENT**

The proposed Official Plan amendment and new Secondary Plan provide for a compact, complete, integrated, sustainable, vibrant and well designed high density urban centre with a variety of housing options, employment, cultural/community facilities and connections to higher order transit.

### **NOTE REGARDING THE AMENDMENT**

- i) If a person or public body does not make oral submissions at a public meeting or make written submissions to the Town of Markham before the proposed official plan amendment is adopted, the person or public body is not entitled to appeal the decision of the approval authority (York Region) to the Ontario Municipal Board.
- ii) If a person or public body does not make oral submissions at a public meeting or make written submission to the Town of Markham before the proposed official plan amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there are reasonable grounds to add a person to public body as a party.
- iii) If you wish to be notified of the adoption of the proposed official plan amendment, or of the refusal of a request to amend the official plan, you must make a written request to the Clerk's Department at the address noted above or by email to [judy.carroll@markham.ca](mailto:judy.carroll@markham.ca)
- iv) If you wish to be notified of the decision of the Town of Markham in respect of the proposed plan of subdivision or of the adoption of the proposed official plan amendment, or of the refusal of a request to amend the official plan, you must make a written request to the Clerk's Department at the address noted above or by email to [judy.carroll@markham.ca](mailto:judy.carroll@markham.ca)

### **ADDITIONAL INFORMATION**

A copy of the proposed Official Plan Amendment will be available for public viewing on February 11, 2010 at the Development Services Counter of the Town Municipal Offices between the hours of 8:30 a.m. and 4:30 p.m.

Additional information is available from Dave Miller, Senior Project Co-ordinator of the Town's Planning Department, tel. (905) 477-7000, extension 4960 quoting file number SD-03-116189.

Written submissions may be mailed or personally delivered to the Clerk's Department at the address noted above or by e-mail to [judy.carroll@markham.ca](mailto:judy.carroll@markham.ca) by not later than 4:30 p.m. February 26, 2010.

Personal information collected in response to this planning notice will be used to assist Town staff and Council to process this application and will be made public.

DATED February 10, 2010

Jim Baird, MCIP, RPP  
Commissioner of Development Services

John Webster  
Chair  
Development Services Committee





City of Vaughan  
Policy Planning Department  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
Canada L6A 1T1  
Tel (905) 832-8585  
Fax (905) 832-8545

**VIA COURIER**

February 25, 2010

Planning Services Commission  
c/o Clerk's Department  
Town of Markham  
Anthony Roman Centre  
101 Town Centre Boulevard  
Markham, Ontario L3R 9W3

Attention: Mr. John Webster, Chair

Dear Mr. Webster:

Re: Comments on the Langstaff Gateway Secondary Plan

This is to express concern respecting the development density proposed on the subject lands and the impact on area traffic.

These anticipated impacts result from potential vehicular traffic generated by the Langstaff Gateway Secondary Plan on Yonge Street, its intersections at Longbridge and the proposed commuter parking lot in the Hydro One corridor west of Yonge Street. The potential effect on the existing residential neighbourhood west of Yonge Street and south of Highway 407 is also of concern.

On December 7, 2009, I raised similar concerns (letter attached). In particular, I expressed concern that the assumptions of the Plan respecting the target transit modal split (in the vicinity of 60%) and the transportation analysis upon which it relies, appear to be far beyond any reasonable expectations for this area, considering levels experienced elsewhere in the GTA.

The Region of York intends to carry out a "Center-Wide Review for the Richmond Hill–Langstaff Urban Growth Centre" partnering with the Towns of Richmond Hill and Markham and the City of Vaughan. It is the intention of this study to create a Network Plan and investigate Transportation Demand Management options, parking policies and a comprehensive transportation infrastructure phasing plan. I submit that approval of the Langstaff Gateway Secondary Plan is premature until the results of this study are complete and available.

Yours Sincerely,

Diana Birchall  
Director of Policy Planning & Urban Design

Attachment: December 7, 2009 letter

/wlm

cc Alan Shefman, Councillor Ward 5, City of Vaughan  
Bryan Tuckey, Commissioner of Planning, York Region  
Jim Baird, Commissioner of Development Services, Town of Markham  
Ana Bassios, Commissioner of Planning & Development, town of Richmond Hill  
Bill Robinson, Commissioner of Development Engineering, City of Vaughan  
Andrew Pearce, Director of Development/Transportation Engineering  
John Zipay, Commissioner of Planning, City of Vaughan  
Heather Konefat, Director of Community Planning, York Region  
Valerie Shuttleworth, Director of Planning & Urban Design, Town of Markham  
Paul Freeman, Manager of Policy, Town of Richmond Hill  
Paul Robinson, Senior Policy Planner, City of Vaughan



*The City Above Toronto*

The City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
Canada L6A 1T1  
Tel (905) 832-2281

December 7, 2009

Planning Services Commission  
Town of Markham  
Markham Civic Centre  
101 Town Centre Boulevard  
Markham, Ontario, Canada  
L3R 9W3

Attention: David Miller, Project Coordinator

Dear Mr. Miller:

Re: Comments on Langstaff Gateway Secondary Plan

For the record, I wish to advise that we have concerns respecting the development density proposed on the subject lands, and the anticipated impacts of resulting vehicular traffic on Yonge Street, its intersections at Longbridge and the proposed commuter parking lot in the Hydro corridor. The potential impact on the existing residential neighbourhood west of Yonge and south of Highway 7 is also of concern.

Although this is a preliminary response to the plan as proposed, in our view, the assumptions respecting modal split to transit upon which the proposed transportation analysis relies, are far beyond any reasonable expectations for transit use for the foreseeable future, even in comparison to other existing, more urban locations in the GTA (e.g. North York, Yonge/Eglinton, or downtown Toronto Business District). The City's transportation consultants will be carrying out a review of IBI's transportation study during the next two months. Once this work is completed, we will forward more detailed comments.

Thank you for the opportunity to provide input to your process.

A handwritten signature in black ink, appearing to read "Diana Birchall". The signature is fluid and cursive, with the first name "Diana" and last name "Birchall" clearly distinguishable.

Diana Birchall  
Director of Policy Planning & Urban Design

/lm

- c. Alan Shefman, Councillor Ward 5, City of Vaughan  
Bryan Tuckey, Commissioner of Planning, York Region  
Jim Baird, Commissioner of Development Services, Town of Markham  
Ana Bassios, Commissioner of Planning & Development, Town of Richmond Hill  
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John Zipay, Commissioner of Planning, City of Vaughan  
Heather Konefat, Director of Community Planning, York Region  
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Paul Freeman, Manager of Policy, Town of Richmond Hill  
Paul Robinson, Senior Planner, Policy Planning, City of Vaughan

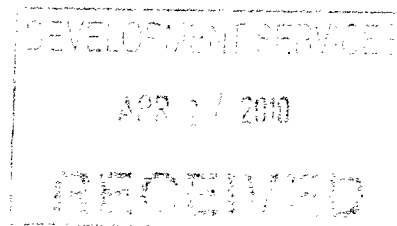
TORONTO AND REGION  
**Conservation**  
*for The Living City*

April 23, 2010

CFN: 42215  
X-ref: 42013

**BY E-MAIL AND MAIL: [dmiller@markham.ca](mailto:dmiller@markham.ca)**

Dave Miller, Senior Project Coordinator  
Town of Markham  
101 Town Centre Boulevard  
Markham, ON L3R 9W3



Dear Mr. Miller:

**RE: Town of Markham Langstaff Official Plan Amendment and Secondary Plan  
Toronto and Region Conservation Authority Comments**

Thank you for the opportunity to provide comments on the draft Langstaff Secondary Plan Official Plan Amendment that included the associated Official Plan Amendment to the Thornhill Secondary Plan and the associated Langstaff Land Use & Built Form Master Plan that was endorsed by Town of Markham Council. The Toronto and Region Conservation Authority (TRCA) is encouraged to see the priorities that the Town has chosen to emphasize and direct itself, now and into the future.

As you are aware, we have previously discussed the need for an appropriate corridor to be established for Pomona Mills Creek through the site, to meet the many restoration, enhancement, erosion mitigation, and recreation objectives that will need to be considered in the design of the corridor. TRCA staff have some concerns with the conceptual layout of the open space land use designation boundary set aside for Pomona Mills Creek in the draft mapping. It is our understanding that the design for Pomona Mills Creek has been based primarily upon a conceptual urban design exercise (Master Plan) and that a comprehensive natural channel design process has not to date been completed. Given this, TRCA staff are concerned that the conceptual corridor that is shown on the mapping may not adequately provide for all of the anticipated functions, and may limit the options that can be considered through the channel design process.

Considering the above, should this OPA proceed in advance of this comprehensive analysis being completed, TRCA staff would recommend that sufficient flexibility be incorporated into the Plan, including the need for additional master plan level analysis (i.e. block plan or tertiary plan approval) to be completed prior to any development applications being considered within this area. Given the proposed densities and the proposed intensity of the land uses within this area, land uses and the road network adjacent to the conceptual Pomona Mills Creek corridor may be effected.

TRCA staff also have a number of more specific comments on the proposed Amendments. For ease of reference, we have divided our comments by report in Appendix 'A', attached to this letter.

Thank you once again for allowing us the opportunity to review the proposed Langstaff amendments. Please feel free to contact the undersigned, should you have any questions or comments with respect to this letter.

Yours Truly,

Uton Samuels

Planner II

Planning and Development ext. 5386

US:

cc: Carolyn Woodland, Director of Planning and Development, TRCA  
Quentin Hanchard, Manager Development Planning and Regulation, TRCA



**Appendix A****Official Plan of the Town of Markham Planning Area – Technical Amendment – Thornhill Secondary Plan**

1. As this amendment to the official plan is for the removal of the proposed Langstaff Planning Area from the Thornhill Planning Area, TRCA staff do not have any comments or concerns with respect to the technical amendment, however, we would suggest considering the following:
  - a. As there is an amendment to the Thornhill Planning District, which incorporates a large portion of Pomona Mills Creek, the proposed OPA provides an ideal opportunity to incorporate the anticipated future enhancements to the Pomona Mills corridor into the Secondary Plan. As it is within a cemetery, opportunities may be limited, but where there are any opportunities, it should be explored with the objective of restoring the functionality of the Pomona Mills Creek to its highest potential.
  - b. Where development may occur within the Thornhill Planning District, perhaps some of the positive green infrastructure measures, sustainable planning, etc. that is being proposed in the Langstaff Secondary Plan could be reflected within the Thornhill Secondary Plan as an update to the plan.

**Official Plan Amendment and Secondary Plan – Langstaff Planning District:****Part I - Introduction**

2. Although this is not an operative part of the Official Plan Amendment, the TRCA will still provide comments as this section provides the foundation and basis for the Official Plan update. These directions will help the reader of the OP to understand the context in which the TRCA believes should also be factors within the Official Plan Amendment and Secondary Plan.
3. Section 4.1.3 PPS – Protection of natural heritage features is mentioned within the Provincial Policy Statement paragraph, however, there does not seem to be enough emphasis on the promotion of protection of the natural feature for the community and also does not mention that the PPS emphasizes sustainability in design, protection of features, and reducing pollution and waste. All are important factors that highlight the need to plan for well planned areas, such as Langstaff, in order to meet these objectives.
4. Section 4.2.2 Regional Policies – As similarly mentioned above for the PPS, there also does not seem to be a connection with environment, sustainability and planning objectives. These should also be highlighted as they are part of the foundation to which the Langstaff Secondary Plan directions follows.
  - a. Although it is not a regional policy, but is regional in context, the TRCA's watershed plan for the Don River should also be mentioned and referenced as a key component in integrating the natural environment (Pomona Mills Creek) with the proposed urban environment by assisting to fulfill the general objectives for the Don River Watershed Plan.



## Part II – The Official Plan Amendment

5. Section 3.16.2 Policies – Regional centres should also be planned to encourage sustainable development practices, to integrate the natural environment with the urban environment, and preserve and enhance existing natural features. This development has the opportunity to achieve all these objectives and therefore should be included as objectives for the regional centre.
6. Section 3.16.3 Implementation – The designated environmental protection area 'Schedule I' and Greenway System 'Appendix Map 1' are not based on any approved studies by the TRCA and should be deemed conceptual. These same areas are reflected in the Langstaff Master Plan. As they are not approved, this should be reflected within the context of this amendment. Until such time as the studies are complete and an appropriate boundary is designated, the park block and open space block should both be designated as EPA study area. This comment is applicable to any area of the Secondary Plan that discusses the boundary of the EPA for Pomona Mills Creek.
  - a. Subsection 'c' mentions that Council may require additional studies and shall be subject to the review/and or approval of other government agencies having jurisdiction. However, as these areas have not had the proper studies and reports to establish a proper boundary, this section should be amended to reflect that additional studies will need to be provided for these areas and that they need to be approved by the Town and TRCA as it is within our jurisdiction. Alternatively it may be easier to create a separate section to reflect these comments.
  - b. As mentioned above 'Schedule I EPA' and 'Appendix Map 1' should mention these boundaries are not static and may be altered dependent on the relevant studies' recommendations and approval from the Town and TRCA.

## Part III – The Secondary Plan

7. Section 4.2 – Policy Context – Similarly to comments mentioned above, there does not seem to be any policy context for the support of the natural environment, sustainability and enhancements for the planned community although mentioned in the secondary plan under Section 4.4 Objectives.
8. Section 4.4.3 – Mixed Use Centre – Environment should be included in when speaking of integrating a balance and diversity to the community as it provides social, transport, and natural benefits to the community.
9. Principles (f) Page 18 – A point should be emphasized that the built form should be considerate of the natural features during the design and implementation of the site.
10. Section 6.1 (a) – It is mentioned that Minor adjustments to the boundaries of the land use designations may be approved without an amendment to the Secondary Plan if the general intent is maintained. As this relates to our previous point that the EPA boundary is conceptual, we would like clarification of what constitutes a minor adjustment? i.e. If the Pomona Mills Creek corridor needed to be increased.

11. Section 6.1 (e) – As mentioned above, the layout of the open space land use designation is conceptual and may need further refinement in natural channel design therefore the approximate area and shape of land may need to be adjusted and should be based on studies.
12. Section 6.1 (g) – Studies and approvals should also be satisfactory to the TRCA for any municipal facilities and utilities within the EPA lands. Refers to section 6.7 that does mention TRCA approval, however, this should not be encouraged.
13. Section 11.3.2 – Other Application Related Studies may also include the following studies that may be deemed necessary at the precinct plan stage: (Some of these plans may be covered under the overarching plans)
  - a. Environmental Impact Study
  - b. Stormwater Management Study/ Functional Servicing Report
  - c. Erosion and Sediment Control Plans and Study
  - d. Geotechnical/Slope Stability Report
  - e. Hydrogeological Report
  - f. Waterbalance Assessment
  - g. Floodline Delineation Study, Hydrologic and Hydraulic Assessment and Modeling – based upon detailed topographic information
  - h. Meanderbelt Assessment and 100 year erosion assessment
  - i. Fluvial Geomorphic Assessment
  - j. Natural Channel Design report
  - k. Headwater stream and watercourse analysis
  - l. Aquatic Habitat Assessment and Fisheries Community Inventory
  - m. Tree Inventory
14. Section 11.5.2 – Development Phasing Plan – As part of the phasing plan, the boundaries of the channel and open space block should be designed and developed prior to initiating the other studies and designs for the precinct so that an appropriate block and development limit can be established. This comment is in keeping with the previous comments mentioned above.

Ministry of  
Transportation  
Corridor Management Section  
Central Region  
7<sup>th</sup> Floor, Bldg. D  
1201 Wilson Avenue  
Downsview, ON M3M 1J8  
Tel (416) 235- 4269  
Fax (416) 235-4267

Ministère des  
Transports  
Section de la gestion des couloirs routiers  
Région du Centre  
7<sup>e</sup> étage, édifice D  
1201 avenue Wilson  
Downsview ON M3M1J8  
Tél: 416 235-4269  
Télé: 416 235-4267



**Dave Miller, MCIP, RPP**  
Senior Project Coordinator  
Development Services Commission  
Town of Markham, Ontario  
101 Town Centre Boulevard,  
L3R 9W3

April 9, 2010

**RE: Hwy 407 between Bayview Avenue and Yonge Street, Langstaff Development - Draft Official Plan Amendment and New Secondary Plan for the Langstaff Gateway, Lot 35, Con 1E, Town of Markham.**

**Mr. Miller,**

We have reviewed submitted OPA and Secondary Plan for Langstaff Development and have following comments:

**TRANSITWAY:**

**Langstaff Land Use and Built Form Master Plan, October 2009**

The location of the 407 Transitway is incorrectly shown on the map on page 14. This should be corrected to show the planned alignment identified in the ongoing 407 Transitway Environmental Assessment. A copy of the plan showing the correct alignment is attached.

**3 Master Plan**

The 407 Transitway is incorrectly shown on various plans and maps. They should be corrected to show the planned alignment identified in the ongoing 407 Transitway Environmental Assessment.

**Schedule 'FF' Transportation Plan**

A Provincial Transitway is identified in the median of Highway 407 which is not planned. The 407 Transitway should be shown on this schedule as identified in the ongoing 407 Transitway Environmental Assessment.

### Schedule 'GG' Transit Plan

A Provincial Transitway is identified in the median of Highway 407 which is not planned. The 407 Transitway should be shown on this schedule as identified in the ongoing 407 Transitway Environmental Assessment.

**OTHER:**

### Part 3-The Secondary Plan (Page 53, 54 and 78)

#### Section 8.1.4 – Transportation Studies

Page 53 - please add to the second paragraph "MTO, 407ETR and the Town may require....."

Page 54 – please add to the first paragraph, last sentence ".....shall be completed to the satisfaction of MTO, 407 ETR and the Town in accordance with the approved MTO and Town standards and guidelines for Transportation Impact Study".

#### Section 11.9 - Subdivisions and Consents

Page 78 – Subsection 11.9.1 b) please add: ".....review satisfactory to MTO, 407 ETR and the Town....."

Please make sure that the above revisions are implemented.

If you have any questions or require further clarification, please contact me at the number listed above at your earliest convenience

Sincerely,

Margaret Mikolajczak, CET  
Project Manager

cc. Michael DeMichele  
Robb Minnes  
Craig White  
Frank Martins

Preliminary

YONGE / RHC  
STATION  
CONNECTION TO  
**VIVA**

Note: Vertical alignment scale is exaggerated  
to 10 times horizontal alignment scale

TRANSIT WAY & TOLL



1 km scale

YONGE / RHC

YONGE / RHC

YONGE / RHC

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Augusta National Inc., Queens 400 Executive Offices, 178 Main Street, Unionville, Ontario L3R 2G9  
Telephone: (905) 944-9709 Fax: (905) 944-9710 Cellular: (416) 464-0145 E-Mail: everard@rogers.com

January 21, 2010.

Mr. Dave Miller, RPP.,  
Senior Project Coordinator,  
Planning & Urban Design Department,  
The Corporation of the Town of Markham.



Re: Langstaff Gateway Master Plan

In reply to your request for comments regarding the above-noted draft,  
please be advised on the following:

**Project Overview**

- Pge. 16, “captured by a pond on the Holy Cross Cemetery property”. Also reference that pursuant to an easement agreement with the Town, this pond will attenuate storm runoff generated from the northerly lands, only on a temporary basis, until such time as a permanent pond is constructed on the adjoining property to the north.
- Pge. 17, “although large parks and active recreation areas are inconsistent with the urban scale and character of the planned Langstaff ..”. Consequently, trespass onto the cemetery may result. Pursuant to The Planning Act and/or policies in the Official Plan, indicate the acreage of parkland dedicated vs. provided. Do not include Open Space acreage as dedicated parkland.
- Pge. 17 “use and orientation of that edge will be designed to respect this relationship”. This objective is somewhat reflected in the massing and orientation of buildings west of the CNR but not east of the CNR.
- Pge. 19, Mitigation of the ‘overlook’ reference can be achieved with revised massing and building orientation east of the CNR.

## **Design Principles**

- Pge. 28, Insufficient active and passive recreation areas may encourage trespass into the cemetery. Schools sites are not designate on the master plan as free standing units with dedicated school yards but are proposed on the ground floor of high density buildings intended as a shared use. Since this is a radical departure from York Region standards, the Boards' confirmation is required as soon as possible.

## **Master Plan**

- Pge. 34, "elementary schools require a 4-6 acre site but the urban structure of Langstaff requires an alternative to the typical school layout". Our comments are the same regarding Pge. 28.
- Pge 54, Langstaff Park will be the subject of a Woodlot Management Plan in the future and will remain protected with limited internal access. In view of the woodlot located on the adjoining cemetery, we request participation and input regarding the 'Plan' at the appropriate time.
- Pge. 59, "towers are set back from the Transit Green as much as possible to give this space a more human and intimate scale". However, the policies noted on Pages. 17 and 19 are not reflected in similar setbacks of towers from the cemetery.

## **Circulation and Transit**

- Pge. 74, The Regional Yonge Subway Advisory Task Force has not satisfied our objections to the Environmental Project Report, Ontario Regulation 231/08 regarding the Passenger Pickup and Drop Off proposed only on the west side of Yonge Street opposite the entrance to Holy Cross Cemetery.

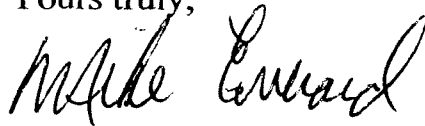
## **Development Guidelines**

- Pge. 100, We request the opportunity to respond to the Taskforce Committee regarding the Pomona Creek Erosion and Habitat Enhancement Study Selective Restoration Option #2.
- Pages. 119 and 120. Development along the South Boulevard should reflect orientation of apartment blocks on a north/south axis incorporating balconies only on the east and west side of these blocks. The apartment blocks will frame each run of townhouses. For the most part, these design parameters are reflected only west of the CNR but not east of the railroad.

Lastly, although not referenced in the draft Langstaff Master Plan, we object to realignment and/or widening of Langstaff Road for that section of the street that bisects the easterly section of Holy Cross Cemetery.

Thank you for your consideration in this matter.

Yours truly,

A handwritten signature in black ink, appearing to read "Mike Everard". The signature is fluid and cursive, with the first name "Mike" and last name "Everard" clearly distinguishable.

Mike Everard, RPP.,  
Principal.

Copy: Ward 1 Councillor Valerie Burke  
Messrs. R. Hayes & R. Hendrix, CCAT.





March 2, 2010

Mr. David Miller, MCIP, RPP  
Senior Project Coordinator, Langstaff  
Development Department  
Town of Markham  
Markham Civic Centre  
101 Town Centre Boulevard  
Markham, ON, L3R 9W3

**Re: Draft Secondary Plan Amendment – Langstaff Gateway Area**

Dear Mr. Miller,

Bell Canada thanks you for the opportunity to provide comments on the Town of Markham's Draft Secondary Plan Amendment for the Langstaff Gateway Area.

As you are aware, Bell Canada is Ontario's principal telecommunications infrastructure provider. The *Bell Canada Act*, a federal statute, requires that Bell manage and operate most of the trunk telecommunications system in Ontario. Bell is also responsible for the infrastructure that supports most 911 emergency services in the Province.

The Provincial Policy Statement (PPS) and the Growth Plan for the Greater Golden Horseshoe (Places to Grow) both strongly support the integrated planning of communities, including telecommunications infrastructure. The PPS specifically requires that "planning for infrastructure and public service facilities shall be integrated with planning for growth so that these are available to meet current and projected needs" (Section 1.6.1). Furthermore, the PPS states that infrastructure should be located to support the delivery of emergency management services (Section 1.6.3). We note that the definition of infrastructure in the PPS includes communications/telecommunications.

In light of Provincial policy, it is critical to understand the complexity of expanding and enhancing the telecommunications network to accommodate growth, both through outward expansion of an urban area and through intensification, infill and redevelopment. All types of growth and development place demands on the telecommunications network and its associated support infrastructure. Beyond simply extending fiber or copper cable, growth and development can precipitate the need for reinforcement and replacement of the support infrastructure. Reinforcement and replacement of the telecommunications network can represent an extensive and costly undertaking, which needs to be managed to avoid disruption of public services. This is particularly critical in relation to the provisioning of 911 emergency services and the services essential to the Town of Markham's businesses operating in a global economy.

STANDARD  
COMMUNICATIONS  
MARKHAM  
MARKHAM  
MARKHAM  
MARKHAM

1-800-387-8000  
1-800-387-8000  
www.bell.ca

One of Bell's main objectives is to become involved in the planning process. This allows us to coordinate with the municipality on the provisioning of appropriate telecommunications infrastructure for new growth and development in a timely fashion. It also allows for greater consideration of the size and locational needs of large telecommunications infrastructure and equipment that house key electronics.

#### GENERAL

We note that the term "communications" is used throughout the document with respect to discussions of servicing. To better reflect the large scope of facilities that make up this type of infrastructure, we would ask that all references to "communications" within the document be changed to "communications telecommunications", which is consistent with the PPS.

#### SECTION 14.8 (MUNICIPAL SERVICING)

We were very pleased to see that the Town recognized the importance of planning for infrastructure and phasing servicing, such as communications/telecommunications, with the timing of redevelopment (Section 14.8). To further support this we would recommend that the following be added to Section 14.8.8 (Communications Technology Infrastructure):

*14.8.8.c) "Discussions will be undertaken with public and/or private servicing providers to ensure that adequate infrastructure is or will be in place to serve existing and future development needs."*

We would also note that Section 14.8.8.a references a Communications Infrastructure Concept Plan for this area that was undertaken by the Butler Group (Consultants) Inc. in February 1995 and that "communications technology infrastructure shall be implemented generally in accordance..." with this plan. We would request clarification as to whether this plan will be updated to better reflect the provisioning requirements of newer state-of-the-art communications/telecommunications infrastructure which has changed over the last 15 years. We would be happy to participate in any updates to this plan and provide further input to the Town of Markham.

We thank you for the opportunity to provide comments on the Town of Markham's Draft Secondary Plan Amendment for the Langstaff Gateway Area and would ask that Bell be advised of any further meetings, reports, decisions, etc. related to this matter. We would ask all documents and information be forwarded to our Development and Municipal Services Control Centre:

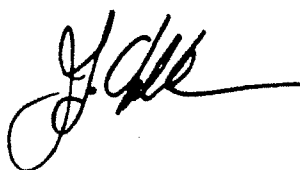
March 2, 2010

3

Mr. John La Chapelle, MCIP, RPP  
Manager – Municipal Relations  
Access Network Provisioning, Ontario  
Development and Municipal Services Control Centre  
Bell Canada  
Floor 5 BLUE, 100 Borough Drive  
Toronto, Ontario  
M1P 4W2

If you have any questions, please direct them to the undersigned.

Yours truly,



John La Chapelle, MCIP, RPP  
Manager – Municipal Relations  
Access Network Provisioning, Ontario

cc: Wayne Corrigan - Associate Director - Access Network - Bell Canada  
Rick Engelhardt - Associate Director - Access Implementation - Bell Canada  
Biju Karumanchery - Town of Markham

The main concerns are:

**1. The approach is too aggressive:**

a) Population is too high at 32 000 and this does not include the population on the Richmond Hill side of the Growth Centre or the extra population that will come with height and density bonusing.

b) The density is 4.5 times the mandated minimum for inner tier growth centres.

(32 000 population + 10 000 jobs = 42 000 people + jobs.  
42 000 divided by 47 hectares = 894 people+jobs/ha compared to mandated minimum of 200/ha)

This is more than double what Toronto has to achieve in it's 5 growth centres and Markham is supposed to be in a **lower** category. Why are we doing this?

c) Building heights are 15 to 50 storeys. 50 storeys is like downtown Toronto, it's too high. Markham residents prefer to live in buildings under 5 storeys, that's what the electronic survey showed that Mayor Scarpitti conducted in Council Chambers.

**2. Expectations are unrealistic:**

a) Planning is based on a modal split of 60%. What studies or research show that this is achievable, especially for the people nearer Bayview, who are farthest from the mobility hub, the 5000 in Phase 1 who will move in before the subway is built and for those whose work destinations are not Go train or subway related.

b) Distances people are expected to walk from all parts of Langstaff, especially the eastern part to the Richmond Hill mobility hub are unrealistic, particularly in bad weather.

c) Expecting the majority of people and especially families to change their housing preference from ground-related homes to high rise apartment living is also unrealistic.

**3. Inbalance between people and jobs** is not in compliance with the regional ratio of 1:1.

While a lot of people don't understand the logic behind the regional ratio, the ratio of people to units is 2.1 not exactly a figure comensurate with large families, but rather one in line with a community were most households have at least two people working.

The number of jobs that could be required therefore might be somewhere between 20-25 000. This imbalance between people and jobs does not support the Live-Work concept.

4. **Use of Height and Density Bonusing** to provide upfront funding of basic infrastructure is different. Section 37 is usually used to provide extras for residents, not basic services. Does the Town plan to use Section 37 twice, once for basic services and a second time for extras for residents? How much higher than 50 storeys is the Town prepared to go?

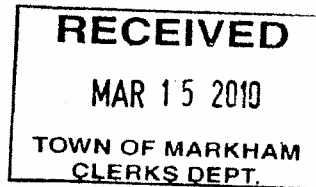
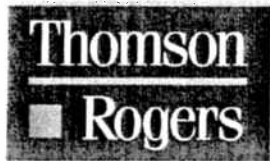
5. **Lack of Information on Servicing** raises concerns. How deep will foundations go for 50+ storey buildings? Will underground aquifers be breached? Will groundwater studies be conducted prior to construction? Will groundwater pumped to keep building foundations dry enter stormwater sewers and Pomona Creek and be assessed along with stormwater as contributing to increased stream flow?

6. **Effects**

- a) Substantial increase in car traffic expected for Bayview and Leslie from the eastern parts of Langstaff, farthest away from the mobility hub.
- b) More commuters on the move due to insufficiency of local jobs, impacting road traffic.
- c) Any increase in pumped groundwater or stormwater into Pomona Creek from this development, in excess of whatever control measures are put in place, will impact properties downstream, including East Don properties. These are the very same areas of Thornhill that are in the West Thornhill Flood Remediation Study Area, which are already at dire risk of flooding and which should not be expected to receive any increase in water flow, especially before remediation upgrades are put in place.

Eileen Liasi.

( Thornhill Resident)



*Roger T. Beaman*  
416-868-3157  
rbeaman@thomsonrogers.com

March 12, 2010

Mayor and Members of Council  
c/o Kimberley Kitteringham, Clerk  
Town of Markham  
101 Town Centre Boulevard  
Markham, Ontario  
L3R 9W3

Dear Ms. Kitteringham:

**Town of Markham Planning Area Amendment and New Secondary  
Plan PD 44-1 for the Langstaff Gateway Planning District; File No. 050683**

We are the solicitors for Markham Gateway Inc., a significant landowner within the proposed amendment area. We are writing as a followup to the recent public meeting held on March 2, 2010.

Please accept this letter as an indication of our client's strong support for the amendments and for their speedy adoption. We trust that Town staff will assess submissions heard at the public meeting and provide final recommendations at an early opportunity.

We should note, however, our client's continued concern with some aspects of the phasing provisions of the amendment. We will continue to discuss these concerns with Town staff and trust that these matters will be addressed to the satisfaction of all concerned prior to Council dealing with the matter.

Yours very truly,

Roger T. Beaman

RTB/aph

cc: Mr. S. Balsamo, Markham Gateway Inc.  
cc: Mr. J. Baird, Markham  
cc: Mr. D. Miller, Markham  
cc: Mr. P. Walker, WNG

**Royal Astronomical Society of Canada**

**Urban Star Park Guidelines  
(RASC-USP)**

**Adopted by the RASC**

**March 2008**

**Revised Autumn 2009**

**Written by**

**Robert Dick**

*ALSO VISIT: [www.darksky.org](http://www.darksky.org)  
OR GOOGLE: International Dark-Sky Association  
THEN ENTER, AS A SEARCH TERM: Dark-Sky Parks  
TO GET: /dsp-international-dark-sky-park.pdf*

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## 1.0 SCOPE

The Royal Astronomical Society of Canada (RASC) is a national astronomy organization established in 1903 devoted to the promotion of astronomy and allied sciences. In this capacity, it encourages the protection of the quality of the night sky by minimizing light pollution.

The goal of the USP Program is to make available to people in cities accessible areas relatively free of glare for the enjoyment of the night sky and demonstrate good nighttime lighting practices.

Accessibility to dark observing sites is the ultimate goal of the RASC Light Pollution Abatement Program. However, sites in close proximity to urban areas are contaminated by urban sky glow from artificial lighting. Sites with very dark skies without this sky glow are generally found far from urban centres and are therefore less accessible.

The RASC acknowledges this conflict between the need for accessibility and the desire for dark skies by defining two types of protected areas: Urban Star Parks (USP) and Dark Sky Preserves (DSP).

This document presents the guidelines for the establishment of Urban Star Parks, herein after referred to as "Parks". It has been developed to encourage the recognition of Parks from which citizens may view and enjoy the night sky.

The RASC recognizes the value of volunteers in establishing an USP. These guidelines minimize administrative work for the Recreation or Park Planning Representative, local astronomy groups and the RASC.

By promoting the use of these protected areas after dark, these Parks will see increased usage and support from the community during non-peak hours.

## 2.0 BACKGROUND

There is a growing need to identify and protect accessible areas that permit the public, novice stargazers and astronomers to enjoy the night sky. There is also a growing need to identify these areas within or near cities and protect them from light pollution.

The ultimate goal of the RASC is to enhance the public's enjoyment of the night sky. The goal of the RASC Urban Star Park Program is to increase the quality of the night sky and accessibility to dark astronomy observing sites. Sites in close proximity to urban areas are contaminated by urban sky glow from artificial lighting but they can still provide good views of the starry sky.

An Urban Star Park (USP) is an area accessible to the public in which all lighting fixtures within its borders minimize their contribution to light pollution: glare, light trespass and sky glow.

The environmental impact of artificial lighting has been studied for many years. This research concludes that light can pollute the environment and this can profoundly affect the ecosystem. A summary of these effects is presented in the Appendix to this document.

### 2.1 Artificial Lighting and Sky Quality

A USP should preserve the quality of the night sky for the enjoyment of visitors. Unshielded lighting fixtures and high levels of artificial illumination significantly degrade our view of the night sky and compromise the natural behaviour of animals. It also affects the flowering and dormancy period of plants.

Our eyes are very sensitive to light. People have reported that they see "fine" under only the light of the full Moon. For comparison, the Illumination Engineering Society of North America (IESNA) recommends urban illumination levels that are up to 100X brighter. Therefore in a city, people rarely experience the sensitivity of their eyes.

There are three components to light pollution: Glare, light trespass and sky glow.

Glare is light that shines horizontally across the area and is most easily prevented with the use properly mounted of shielded fixtures. Fixtures that do not limit the area of illumination will shine light where it was not originally intended causing the nuisance of light trespass. The glare from unshielded fixtures also scatters off dust particles and aerosols above the ground to illuminate the air above the site. This is seen as artificial sky glow.

Sky glow causes the sky to appear with a grey or orange colour. From within a city, this glow covers the sky and overwhelms the light of the stars. It can be seen for hundreds of kilometres as a dome of light above an urban centre. Sky glow illuminates the land and affects the behaviour of wildlife.

Glare and sky glow affects how much we can see at night. Our eyes can adapt to darkness in two ways. The iris in our eyes open to let in more light and the photoreceptors in the retina increase in sensitivity. The glare from a single unshielded light can prevent this dark adaptation. Bright light prevents the iris from opening and high illumination levels prevent the retina from adapting to faint light. Indeed, in the presence of glare under a relatively

dark sky, few stars may be visible. But if light fixtures are shielded, our eyes will adapt to the dark to a sufficient degree to see many stars even from within an urban area.

The RASC has developed Guidelines for Outdoor Lighting for Urban Star Parks (RASC-USP-GOL) that respects and protects the need for the day-night contrast, yet it allows sufficient lighting for safety and navigation around a protected area. The priority of this protocol is to minimize the impact of artificial lighting on the natural environment. This requires shielded lighting fixtures (Full Cut-off fixtures) that minimize glare and restrict the extent of the illuminated area. The protocol limits the illumination levels and suggests natural barriers (trees, bushes and berms) to further minimize the extent of scattered and reflected light. It also recommends retro reflective signage and encourages the use of flashlights by visitors after dark.

## **2.2 Accessibility**

Even a site with significant sky glow can be used to enjoy the night sky. Therefore, the site could be close to, or within an urban area. It should also be relatively free of light pollution and as accessible as practical to the public after dark.

The goal of a USP is to enhance the public's enjoyment of the night sky. This requires the designated USP area to be as free of light pollution and as accessible as practical to the public after dark. Therefore, USP Park Planning Representative should ensure access to the area after normal hours of operation.

Appropriate signage will also be required to help visitors navigate the site. This signage should conform to the RASC-USP-GOL.

## **2.3 Quality of an Urban Sky**

The night sky above an urban area will be much brighter than above a rural site. Indeed the sky glow in a city can be so bright as to permit the reading of a newspaper on a non-illuminated street. This sky glow is caused by artificial light that shines directly into the sky or scatters off the ground. Dust raised by traffic will also scatter this light and will further degrade the sky quality over a city.

If glare is minimized, the sky glow will generally be the limiting factor to how many stars will be visible. This sky glow can be measured using a Sky Quality Meter™ (SQM) from Unihedron, Inc. A reading of the sky glow above the USP (the zenith) may be used to assess the quality of the site.

The amount of sky glow may be measured and monitored over time to assess any improvement in lighting conditions.

### 3.0 URBAN STAR PARK (USP) GUIDELINES

The establishment of a USP is a partnership between the Park management, local stargazers and astronomers, and it requires their active support. There are two principal requirements for a USP:

1. an acceptable lighting protocol, and
2. an active outreach program.

The lighting protocol is published in a separate document (RASC-USP-GOL). This section outlines what programs should be in place to satisfy the guidelines for the establishment of a USP.

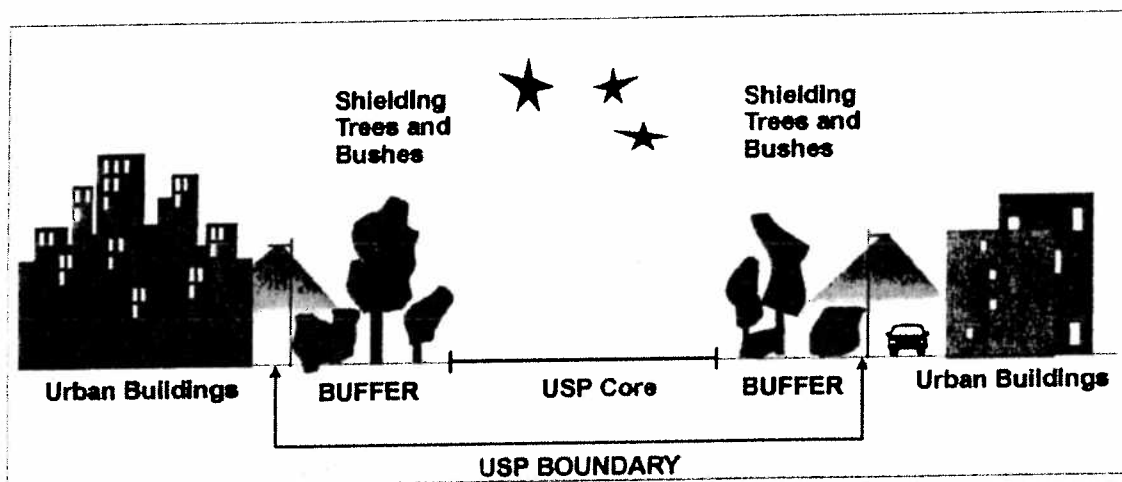
The RASC may choose to waive or amend any of these guidelines for a specific application provided that the integrity of the USP programme is not jeopardized

#### 3.1 Administrative Requirements

The Park should be available for stargazing and astronomy after dark. Therefore, the Park should be accessible to the public after normal operating hours to encourage viewing of the night sky.

In order to be an effective area to view the sky, the designated USP should have an area large enough for un-shielded lighting fixtures to be hidden from view from within the Park.

The night sky quality should be sufficient for the local astronomy group to recommend the site as an USP and to use the area for outreach activities.



The quality of the sky should be quantified by a zenith Sky Quality Meter reading (Unihedron, Inc). This reading will become part of the USP designation: RASC-USP-XX.X, where the last set of numbers refers to the best SQM reading obtained at that site (in units of "magnitudes / arcsecond<sup>2</sup>").

A buffer zone shall encompass the USP Core in order for light fixtures in non-designated areas to be out of view behind buildings, berms, coniferous bushes or trees. These should

also shield the USP Core from the lights of buildings outside the Buffer Zone of the USP and car headlights along adjacent roads.

In order for the Park to be protected from the future encroachment of light from beyond the Park boundaries, there should be a municipal policy or bylaw to help protect the area from the increase in glare or light trespass over the USP from municipal, commercial and private lighting.

Upon the award of the Designation, the USP should display a sign identifying it as a RASC USP.

### **3.2 Lighting Protocol for USPs**

Lighting in and near the USP should conform to the RASC USP lighting protocol (RASC-USP-GOL). This document is freely available from the RASC.

The lighting protocol is a guideline to limit the maximum amount of artificial lighting within a USP and its Buffer Zone, and it limits the area of impact. Without such a protocol, there may be no limit on the type and level of lighting that could be introduced into the Park.

### **3.3 Outreach Program**

There should be two major activities in the USP Outreach Program. The goal of these Outreach Activities is to both protect the Park and improve the darkness of the sky above it. The Park will benefit with increased usage of the Park facilities and by increasing its public visibility as an important area for public activities.

The Park should have an active outreach program consisting of two general activities. The first activity should be public outreach and the second activity should be Municipal outreach.

#### **3.3.1 Public Outreach Activity**

Park Recreation Planning Representative, with the support and assistance of local astronomy groups, should promote public observing sessions of the night sky from within the Park.

Literature should be made available to the public at these observing sessions and in kiosks (if available) at the Park. As part of the Outreach Program, signage and information should be visible to site visitors. The signage should conform to the RASC-USP-GOL Lighting Protocol. Astronomy and light pollution information may be obtained from the Royal Astronomical Society of Canada on a cost recovery basis.

#### **3.3.2 Municipal Outreach Activity**

Park Recreation Planning Representative, with the support and assistance of local astronomy groups, should give presentations to the Municipality promoting the use of full cut-off fixtures and lower illumination levels in order to protect and improve the quality of the night sky over the Park. Presentation materials may be obtained free of charge from the RASC.

Park Recreation Planning Representative and local stargazers and astronomers should regularly raise the issue of urban light pollution in the media and in the business community.

### 3.4 Nomination Process

An independent sponsor is required for the proposed DSP. However, Planning Representative and staff of remote sites may also nominate and submit nomination packages for consideration. Sponsors may be local astronomy groups, astronomers or other community groups. Park Recreation Planning Representative and sponsors shall submit to the RASC documentation listed in Table 3.2 and other materials that may be requested by the RASC-LPAC to help them judge the suitability of the proposed area.

The information in Table 3.2 is to document the initial site in terms of the night sky quality and lighting fixtures in the Park and Buffer Zone. Support of the municipality is a strong asset in the nomination process.

The nomination should also include plans and schedules to up-grade any deficiencies in the current lighting plan for the site. Annual SQM (Sky Quality Meter, Unihedron, Inc.) readings should be included with the submission document the improvement or degradation of the site.

A Park may be a portion of a larger area that may not comply with the USP requirements, however plans should be submitted detailing how and when these adjacent areas will be up-graded to comply with the USP lighting protocol.

Upon the award of the Designation, the USP may display a sign identifying it as a RASC USP.

The following paragraphs explain the requirements outlined in Table 3.1 on page 7 and 8.

#### 1. *Statement of compliance to the Lighting Protocol*

The lighting protocol is designed to minimize the contamination of the area by artificial lighting. It addresses the needs of wildlife and astronomers. The entire park may not conform to this protocol, but is expected that the USP area shall conform prior to becoming a USP. Non-conforming areas can be designated as a buffer zone. Lighting conformance in the buffer zone must be budgeted and scheduled within the next fiscal year.

#### 2. *Scale Map of USP and surroundings*

The RASC web site requires sufficient maps and directions to promote the USP. These maps must show the context of the site with respect to the region, including access roads. A map must also show with labels the park boundary, extent of the USP buffer zone under the Park Recreation Planning Representative's control and the specific USP area within the park. These maps can be updated as the USP area is permitted to expand with improved reduced lighting.

#### 3. *Zenith SQM (location of reading marked on map)*

Experienced observers will use the sky quality measurements to rate the quality of the site. These reading will also be used to benchmark sky glow in the area. Subsequent readings will document improvements over time.

*4. Existing Light Fixture Inventory within the proposed Park and Buffer Zone*

This information should be presented in tabular form. Locations of light fixtures should be plotted and referenced on supporting maps.

*5. Current Lighting Plan for the Park*

All non-conforming lighting fixtures should be scheduled for removal, replacement, or modification. A schedule for this work should accompany the submission. This work should be scheduled before the end of the next fiscal year.

*6. Public Outreach Plan (education)*

Kiosks and public outreach programs should inform the public of the need for reducing light pollution. Park staff should provide information on the elements of scotobiology and how light pollution impacts our view of the night sky. This is done through public stargazing sessions, guided night walks and written literature available to visitors. The illumination design of the park should provide good examples of how lighting can be used so as to minimize its impact the nocturnal environment.

*7. Municipal Outreach Plan (for USP site protection)*

The surrounding urban area is the sources of glare and sky glow in a park. In order to protect the USP from the encroachment of external lighting, the growth of light pollution around the Park must be reduced. Therefore the Park Recreation Planning Representative must discuss the problem of glare and sky glow over the park from the municipality. The goal is for the municipality to develop a lighting policy that limits the increase in light pollution and reduces the per capita light pollution. Improvements can be readily measured with a Sky Quality Meter (Unihedron). The submission should indicate the commencement of talks with the municipality and demonstrate progress in the principle of reducing light pollution.

*8. Images of USP site (showing tree height, bushes, buildings, etc.)*

There are two purposes for these images. They will be used for promotion of the site on the RASC web page. The assembled sets of images should be panoramas of the site showing the horizon with the cardinal directions marked. They will show potential visitors what the site looks like. They will also document the existence of sky glow around the horizon. They will be used as a benchmark to which future images can be compared to show improvement or degradation of the site. The day and light panoramas should be presented with the same scale so they can be compared.

**Table 3.1 USP Nomination Documentation List**

|   |
|---|
| Statement of compliance to the Lighting Protocol (RASC-USP-GOL)           |
| Scale Map of USP and surroundings   |
| Zenith SQM (location of reading marked on map)                            |
| Existing Light Fixture Inventory within the proposed Park and Buffer Zone |
| Current Lighting Plan for the Park  |
| Public Outreach Plan (education)  |

|   |
|---|
| Municipal Outreach Plan (for USP site protection)                                   |
| Images of USP site for day and night (showing tree height, bushes, buildings, etc.) |

### 3.5 Revision to Designation

It may become necessary to review the USP designation due to changes in the lighting within or beyond the USP boundaries. If the USP is deemed to be no longer viable by the sponsors of the Park, signage referring to the USP designation should be removed.

## 4.0 RASC SUPPORT OF USPs

The RASC encourages its members to sponsor a local USP. On request, the RASC may provide electronic files of outreach materials to the Park and they will provide these materials on a cost recovery basis. These materials may be in the form of digital files, printed items (maps and brochures), DVDs or CD-ROMs.

The RASC will also promote the USP in the media and to all RASC members when opportunities arise. The RASC will provide promotional support in the form of information on the RASC-LPAC web site.

### 4.1 Naming of USP

The USP designation shall be used to develop a commitment from the region around the USP and may include a single or multiple municipalities and private partners. Therefore, the USP designation shall usually refer to the municipal location as may be identified on a road map (to assist visitors not familiar with the area to locate the site), however the name of the USP shall be determined by the RASC in consultation with the nominating organization. In the case of existing well-known parks the USP would most likely be named after the park itself. In most cases, one organization may have taken the lead in the nomination process. In recognition of this initiative and effort, this organization will also be identified.

## 5.0 REFERENCES

Royal Astronomical Society of Canada, Urban Star Park Guidelines for Outdoor Lighting (RASC-USP-GOL)

Ecological Consequences of Artificial Night Lighting,  
C. Rich, T. Longcore, Island Press, 2006  
ISBN 1-55963-129-5

Light Pollution and the Protection of the Night Environment  
Pierantonio Cinzano, Ed. 202, ISBN 88-88517-01-4  
[www.lightpollution.it/istil/Venice/](http://www.lightpollution.it/istil/Venice/)

Illumination Engineering Society of North America (IESNA)  
IESNA Lighting Handbook, 9<sup>th</sup> edition



## APPENDIX

### SCOTOBIOLOGY: THE BIOLOGY OF THE DARK

An outline for public information prepared by Dr. R.G.S. Bidwell, Wallace, NS, 2008

#### *What is Scotobiology?*

The concept of scotobiology as a science was developed at a conference on light pollution held in Muskoka, Ontario, in 2003. It was recognised that the underlying principle was the deleterious effect of light pollution on the operation of biological systems, ranging from their biochemistry and physiology to their social behaviour. Scotobiology is the study of biological systems that require nightly darkness for their effective performance; systems that are inhibited or prevented from operating by light.

#### *Why is Scotobiology important?*

Virtually all biological systems evolved in an environment of alternating light and darkness. Furthermore, the light/dark periods in temperate zones vary with the seasons. Organisms have evolved to use the variations in the length of day and night to integrate their physiological and social behaviour with the seasons. Many organisms measure specifically the length of the night, and light pollution may prevent them from determining the season, with serious or deadly consequences. For this reason light pollution is recognised as being a major component of global pollution, and scotobiology, the study of its specific effects on organisms, has now become an important branch of biological research.

#### *Summary of specific scotobiological responses*

**Insects:** Insects tend to fly towards light. Light pollution thus causes insects to concentrate around bright lights at night with several serious consequences. First, they become easy prey for birds and predacious insects. Insect numbers are reduced by their disorientation and death around lights, and also because they are concentrated where natural predators have an unnatural advantage to capture them. This reduction in insect populations has been found to affect the populations of animals not strongly attracted to light, including frogs, salamanders, bats, some birds and small mammals. In addition, the mating and breeding habits of some insects require darkness, so that light pollution can interfere or prohibit normal reproduction. Finally, the migration habits and paths of many insects are affected by light pollution with resulting population depletion. The huge piles of dead insects such as mayflies that are found under streetlights in springtime give some idea of the extent of damage such lights can cause.

**Birds:** Many birds are powerfully attracted to lights, and over a hundred million birds die from collisions with illuminated structures in North America alone every year. The actual loss of bird populations is hard to calculate, but it is significantly large. Furthermore, as with insects, bird migration patterns may be affected by light pollution because the birds may become disoriented and unable to follow their normal flight paths. Finally, the concentration of birds around lights also encourages animals and birds of prey that feed on

smaller birds, resulting in still further reductions in the population numbers of migrating birds.

Animals: The behaviour of many animals is seriously affected by light pollution. Mating, hunting and feeding habits of wolves and other large animals are altered, with resulting decreases in population. Salamanders, frogs and other amphibians, many of which are already under serious threat from chemical pollution, are subject to impacts from even low levels of artificial night lighting on their physiology, ecology, behaviour and evolution. It is very likely that the behaviour of many if not most of our wild animals is similarly and negatively affected by even low levels of light pollution.

Plants: Plants are seriously affected by light pollution. Probably the most important aspects of a plant's reaction to and interpretation of darkness are expressed in its developmental behaviour: flowering, dormancy and the onset of senescence. The plant's ability to measure and respond to day length is crucial in enabling it to dovetail its developmental behaviour with the seasons. We are all aware of "long-day" and "short-day" plants. What is not so widely known is that plants do not measure or react to the length of the day. Instead, they measure and respond to night length, i.e. the duration of darkness. So short-day plants really require long nights, and should properly be called long-night plants. The problem for short-day/long-night plants arises from the fact that if they are illuminated briefly during a long night, they interpret the event as if they had experienced two short nights, rather than one long night with an interruption. As a result, their flowering and developmental patterns may be completely interrupted. Short-day plants normally bloom in the fall, as the days shorten, and they respond to the lengthening nights to initiate the onset of flowering. As the nights further lengthen, they begin a period of dormancy, which enables them to withstand the rigours of winter. Thus, if the nights are interrupted by light pollution, the consequences can be severe or deadly. Furthermore, the effect of successive experiences of nightly illumination is cumulative. It follows that light pollution, particularly if it is repetitive on a nightly basis, can seriously affect the development, flowering and dormancy – and so the very existence – of short-day (long-night) plants.

Human Health: Humans, like other animals, are affected by nightly light pollution, and human health is more severely affected by light pollution than is generally realised. Human hormone regulation, physiology and behaviour evolved in a diurnal pattern of day and night. The normal operation of wake/sleep cycles, hormone cycles, the immune system and other biochemical behaviour, depends on the daily alternation of light and dark, and may be severely damaged by nighttime illumination. It has been shown that the human immune system works more strongly during the day to produce antibodies that protect the body against microbial invasion, which is normally more likely to occur during the activities of the day. At night the immune system switches from a defensive to a repair mode, and killer cells then become more active in attacking tumours as well as infections that may not have been successfully prevented during the day. Light pollution may thus compromise the operation of human hormone and immune systems leading to increased incidence of cancer and other diseases, as well as to other physical as well as psychological disorders including mental illness, psychiatric instability, and such problems as seasonal depression (SAD). This means that even turning on a night-light or bedside lamp may have negative effects on a person's health. This may have little relevance to light pollution in parks, but it is important to note that bright lights in camp-sites may be unhealthy to humans as well as to the wildlife inhabitants of the park

Sociology: Human sociology is affected by light pollution. It is now commonplace to be concerned by the fact that few people alive today have had the opportunity to experience the glory of the night sky. This is sad for citizens of “advanced” or wealthy countries, but it is a serious loss of the cultural heritage of aboriginal peoples and those who live (or lived) under natural and unpolluted conditions. The darkness of the night and the ability to commune with the natural beauty of the moon and stars and the glories of the aurora are necessary for the well-being and sociological wholeness of native peoples all over the world. Most of those who live in places like Canada and the United States of America can no longer experience the wholeness of dark skies. Parks that emphasise dark skies are thus an essential part of our human and environmental heritage.

Astronomy: It hardly needs to be mentioned that astronomy depends on dark skies and the virtual absence of light pollution. Both the importance and cost of astronomical research to our present society are very high, and are as important as environmental concerns for the control of light pollution.

*Prospects for abatement of light pollution: the importance of public opinion*

Public pressure is the surest way to reduce light pollution. This will assist releasing more funds for basic research in scotobiology, and for helping to develop legislation to control light pollution if that is found to be necessary. Light pollution can be controlled by reducing unnecessary lighting, focussing required lighting where needed rather than shining it in every direction, and the use of directional light shades where appropriate. Lower levels of illumination are often advantageous, and have been found to provide better safety and protection for pedestrians than the normally used bright streetlights. All these approaches are already being developed and put to use, but the continued application of public pressure is essential to reduce not only the actual light pollution and the cost in dollars for unnecessary lights, but also to reduce the environmental pollution that results from making the electricity to power them. Anything that can be done to stimulate public appreciation of the dangers and costs of light pollution will be well worth the effort.

If there are further questions about scotobiology, please call:  
Dr. R.G.S. (Tony) Bidwell: (902) 257-2035; or e-mail: [ts@ns.sympatico.ca](mailto:ts@ns.sympatico.ca)

-----Original Message-----

**From:** Donna White [mailto:dwhite1w@rogers.com]

**Sent:** February 19, 2010 11:22 AM

**To:** Miller, David

**Cc:** Donna & Bill White

**Subject:** Public Meeting Langstaff Gateway

**Importance:** High

Mr. David Miller

Public Meeting      Langstaff Gateway

File number SD-03-116189

William White

Donna White

239 Romfield Circuit

Thornhill, Ont. L3T 3J5

Many years ago, possibly 1987 and before the 407 ramps and Langstaff Road were built on this proposed area up for amendment, we submitted a letter of opposition to part of this area ever being used for residential buildings.

The area being the woodlot north of what is now Langstaff Road, south of what was then Highway # 7, east of Bayview Avenue and the west road that allowed entrance into the cemetery by coming south from Highway # 7. (I have forgotten the name) Maybe it was Sussex.

The Town of Markham responded to our opposition by stating this would remain a woodlot and there would be no residential buildings or commercial buildings on this particular woodlot.

Therefore our position has not changed and we want this to remain as a permanent (Green) woodlot and strongly oppose any change for this particular area.

Also there is an underpass already built under the 407 Highway and Highway # 7 opposite Cedar Ave, running north from Langstaff Road into Richmond Hill which appears to be sealed and enclosed with a chain link fence at present. If this is so why is this not shown on this proposed Official Plan Amendment?

Please accept this email as our formal written submission, stating our objection to any revised plan for the above named woodlot.

William WHITE

Donna WHITE

## Carroll, Judy

---

**From:** bdefreitas@richmondhill.ca  
**Sent:** February 26, 2010 11:09 AM  
**To:** Carroll, Judy; Webster, John  
**Cc:** pfreeman@richmondhill.ca; abassios@richmondhill.ca; plee@richmondhill.ca; kkwan@richmondhill.ca; ggalanis@richmondhill.ca; dbarrow@richmondhill.ca; Council\_Members.TRH@richmondhill.ca; bryan.tuckey@york.ca; Heather Konefat@york.ca; Baird, Jim; Shuttleworth, Valerie; John.Zipay@vaughan.ca; Diana.Birchall@vaughan.ca; dmclarty@richmondhill.ca; gcollier@richmondhill.ca  
**Subject:** Comments on the Markham Langstaff Master Plan and Proposed Official Plan Amendment and Secondary Plan

Good morning,

Please find attached comments with respect to the Markham Langstaff Master Plan and Proposed Official Plan Amendment and Secondary Plan for the Langstaff Area.

Regards,

**Brian De Freitas MCIP, RPP**

Planner II - Policy

Planning and Development

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